YACHTING

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Bending new main lower topsail to replace one blown out in a gale off Cape Flattery.

Glorious Stuff

By WALDO DRAKE

"Ye can have your steamboat racing, but gimme the run in a gale
Of a well-geared, able clipper what is driven by snow-white sail;
For I've known the thrill of a piling sea and the sky in a cloud-fleck'd gown,
And fourteen knots in a windbag when she's running her Easting down!"

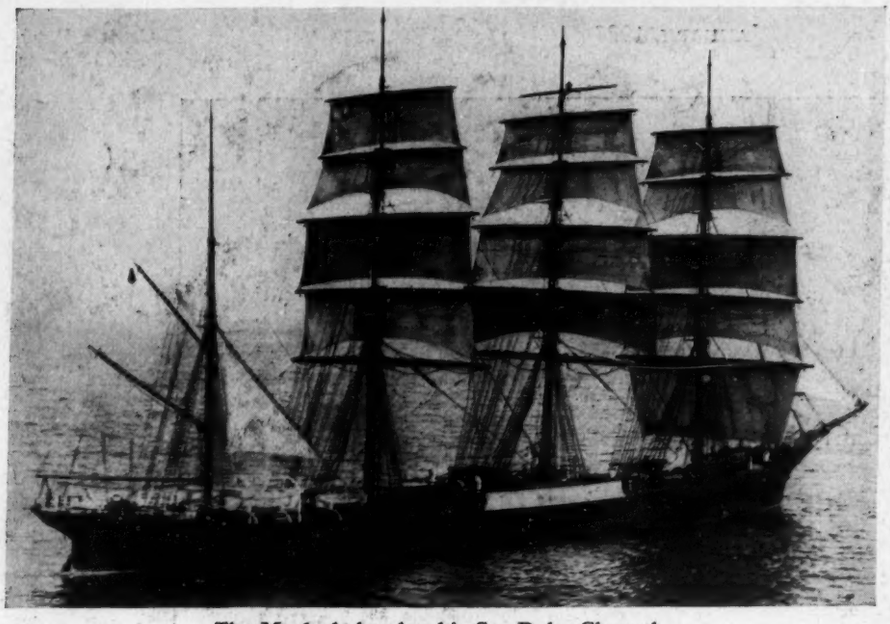
IT'S glorious stuff, that's true, aboard a square-rigger when she's tearing along at fourteen knots, with 'most everything set — alow and aloft — and a fifty-mile nor'wester howling over the weather quarter. With the white water boiling out from her bows; the ship heeling over at twenty degrees under the force of the gale; and two men at the bucking wheel to keep her off. Or on a bright moonlight night, running down the wind-torn seas under full sail and the wind howling with a steady, mournful shriek through the rigging. Lay out on the bowsprit, then, and watch her, rising and falling before the westerly swell, her huge pyramid of canvas spread out before you and seeming to actually touch the skies, all this cloud of sail bellied out and drawing evenly. A full-rigged ship is then just about the most beautiful moving object in the world.

These are the things that get into the blood of the square-rigger sailor; that drag him back again and again to the fo'c's'le of an old windbag; to deep-water grub and the certainty of working aloft for many hours at a stretch, soaked to the bone and without a watch below; of long passages of 150 days without sighting land or sail, during which the hair is burned from his head in the tropics and he freezes in the ice-choked gales off Cape Horn.

I shipped aboard the full-rigged ship *Moshulu*, a steel four-masted bark of 3,000 net tons and perhaps the finest sailing vessel still afloat under the American flag, on what is likely to be one of the last passages down the Pacific Coast of a square-rigged merchantman. Excepting, of course, the good ship *Tusitala*, operated between New York, Honolulu and Seattle by the steel interests as "the apotheosis of sea literature." We sailed from a Puget Sound port at midnight, November 30, 1925, and 20 days later sighted the breakwater light at Los Angeles Harbor — 20 days as full of thrills, hard luck and surprises as Neptune could have crowded into the tough weather he dealt the *Moshulu*. Losing six sails in less than an hour, and then being blown out into mid-Pacific to longitude 134 west is a bad start for a smart passage.

I went aboard the *Moshulu* as she was lying at the dock at Port Angeles, loaded to her Plimsoll mark with 3,000,000 feet of lumber for Southern California. Captain Hansen told me the rest of the crew were coming down Sound from Seattle the next day, and as I glanced over the familiar, trim lines of the old windjammer, with her lofty spars and squared yards, no hint was given me of the hectic five weeks ahead of us.

Next morning a motley gang clambered aboard, signed on and sent up by a Seattle shipping master as windjammer sailors, but proving only poor excuses. Mr. Peterson, the mate, had the task of getting the ship ready for



The *Moshulu* becalmed in San Pedro Channel.

sea and the new hands turned to under his orders, bending sails, overhauling running gear and reeving off new rigging. There may have been one or two men aboard who knew a gasket from a buntline, or the proper way to go aloft, but if so they kept the fact well concealed. Accordingly, Mr. Peterson, being an ordinary mortal, lost his temper and gained with the crew a reputation of being "hard-boiled." The next morning, having decided after three meals that the forecastle grub was "rotten," the entire crew left the ship and headed back to Seattle, where the news was spread along the front that the *Moshulu* was a "hard ship."

The *Moshulu* hauled out to an anchor in the stream, and during the next fortnight we lost three other crews in similar fashion before sailing, although gaining a half-dozen good hands who remained on board. On the fourth try, however, Captain Hansen used desperate measures, which worked to a nicety. Thirteen sailors came down on the midnight train, were hustled to a waiting tug and put aboard the *Moshulu*, anchored three miles out in the fog. The mate already had the anchor hove short and a half hour later we were under way, the crew having signed no articles but being on board just the same. The following conversation shows how it happened:

"Hey, cap'n!" piped up a little Cockney as we met the unlucky thirteen at the train, "you're gonna tow down to Pedro, eh? That's what they told us in Seattle."

"Aw, sure we're gonna tow," cut in one of the others. "You don't suppose he'd try to sail down to Pedro in November against them sou'easters!"

They were unpleasantly surprised the next afternoon. The tug had pulled us out the Strait of Juan de Fuca and, nearing Tatoosh Island, which with bleak Cape Flattery guards the entrance to Puget Sound, we saw signs that a southeast gale was indeed howling outside. The captain came on deck and called to the mate:

"Set your topsails, Mr. Peterson."

"Bos'n," barked the mate, "rouse them passengers out o' the fo'c's'le and loose the tops'ls!"

Both watches tumbled on deck, not out of an over-powering desire for work but from curiosity at such an unexpected order.

"Wottinell is this! Sailin' to San Pedro in the winter. I thought that skipper said we wuz gonna tow. I'm gonna raise 'ell about this. Slippin' a man aboard in the dead o' night with a bunch o' lies and not even lettin' 'im sign articles."

However, the *Moshulu's* sails were set and when the tug dropped us she was running off west-southwest, a southeast gale blowing on our beam and the ship under upper-to'gallantsails. The second night out the wind increased, with very heavy squalls, and it was evident that we would lose some to'gallants and topsails unless they were taken in immediately, two maintopmast staysails having already been blown out of the bolt-ropes. Both watches were called on deck an hour after midnight and ordered aloft to furl the to'gallantsails. All six to'gallants had been clewed up to the yards, and, the wind getting into the bellies of the bunts, they were roaring and cracking with a crash that could be heard even above the wind. The upper to'gallantsails were made fast and saved from destruction, but all of the lower to'gallants went before they could be furled, the heavy canvas being ripped to ribbons by the fury of the wind. The lower topsails were also blown to shreds while they hung in the buntlines.

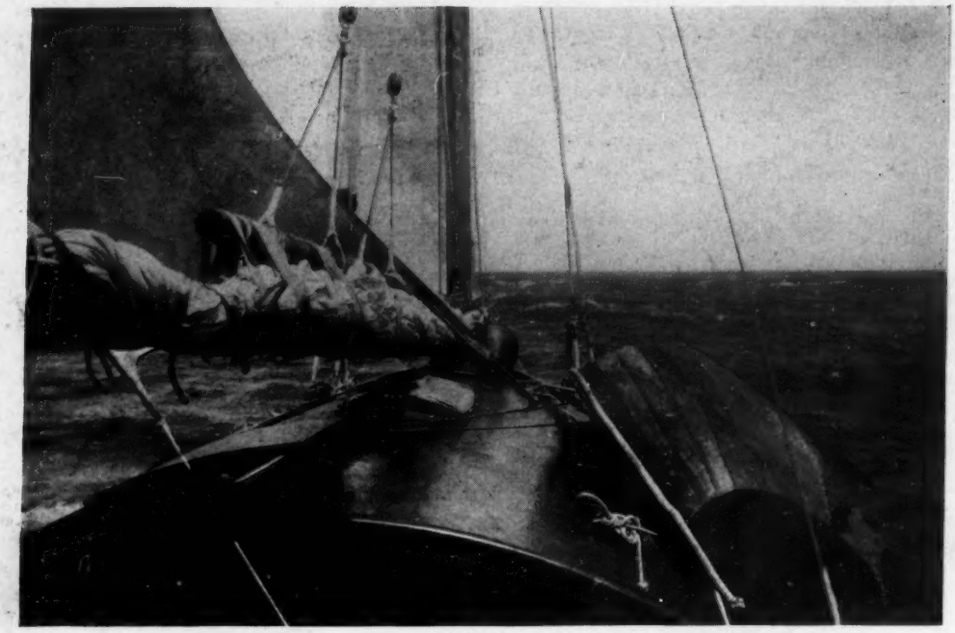
Speaking of sensations, lay out on the yard of a windjammer on a black night, 140 feet above the deck, trying to hold several hundred pounds of stiff, wet canvas with your belly to keep it from blowing adrift and to pass a gasket around the swaying yard while hanging on with your knees to keep from being blown off the footropes. Add the fact that it is raining in sheets, with a

(*Continued on page 78*)

Half the crew were old-time sailing ship men, the balance being green hands and "steamboat men."

Top. Bending new main to'gallantsail. Note main topmast staysail blown out of bolt ropes.
Bottom. The waist deck of the *Moshulu* from aloft, looking forward.

Top. Hauling out new main lower topsail on yard.
Center. The skipper "shooting the sun."
Bottom. Overhauling buntlines, fore upper topsail yard.



Crossing Pamlico Sound in a heavy wind from the northwest.

The Cruise of the *Geryon II*

An Ambitious Voyage to Cuba Made by Three Novices in a 36-foot Yawl

By George E. Rehm

FOR two of us it was the first bite of the sea bug; but Steve, the third member, being a blond and so, what we call in these days a Nordic, laid claim to Viking blood and nautical instincts far beyond our own. The which we listened to, considered, and promptly forgot. Rather than discuss the theory of biology and heredity in connection with dead reckoning, we voted unanimously that we were amateurs of the lowest class. Our sole claim to seafaring knowledge was owed to our ability to handle with a certain convincing freedom various phrases and bits of jargon that to us appeared properly dipped in brine and redolent of the bounding main. Before starting we considered it heretical ignorance to "let go" an anchor. It simply had to be "heaved." Afterwards, any word or action that would assist said anchor overboard and to a firm resting place was thoroughly acceptable, whether it was sign language, profanity, or a good, husky push. In brief, much that was customary and good etiquette in fiction had been discarded in favor of immediate and concerted action when necessity demanded — as it so frequently did, and almost as frequently lacked. But we improved.

Here we were. Restless and discontented in New York. A magazine printed an article concerning the little known Mayan civilization in Yucatan. It was cold in New York. It was warm in Yucatan. It was dull in New York. It might be exciting in Yucatan. Well, we bought a boat. Now that it is all over we are proud of that purchase. But there were many times when we looked upon each other in mute but scornful pity, not only for our ignorance of things nautical but for our total disregard of ordinary common sense.

We bought that boat the first time we saw her. Moreover, it was the first one we looked at. Several others we saw in photographs; but it rained the day we went to New Haven; it was cold and dreary; it was late when we finished poking an old knife into the poor thing's bottom to test her soundness (we had read that that was the thing to do, and a very observant old sea dog persisted in watching us with just a faint resemblance of a smile) and finally, in the cabin, we poured each other a drink from a well-worn flask and shortly voted the craft the "best ever." It might be added that she was a broad-beamed, really solid yawl, roomy inside and with so much gear in the cabin that it seemed enough for two boats. She was 36 feet over all; 12 feet 6 inch beam, and 5 feet 6 inch draft. She had a big, brand new motor. We bought her. A coat of paint was ordered for her, new sails were bought, luggage gathered, provisions laid in, and one week later she slid into the water and just 15 minutes after that momentous launching she started down the Sound for Yucatan. All right, you seasoned sailors. Yell, "God help me!" We did too, later.

When the sails were bent in the shipyard we first gleaned an idea of what "topping lifts" and "lazy jacks" might possibly be. Sheets, halliards, stays, blocks were familiar, in fiction. We had been most inquiring about "closing the sea-cocks," for we had read of boats sinking because they were not closed, but we did not know where they were. I think we all had an idea they were nice little brass spigots in the hull that could be turned on or off, possibly hot and cold. We hit the water shortly before midnight on December 9th, got the motor started with shore assistance, waved good-bye and headed for New York. We had a coal black cat aboard, three weeks old, born under the stage of the Strand Theatre. We also had several invited guests along, just for the cruise to City Island. These same guests, when we left them at City Island, offered to pay the premiums on our life insurance policies, if we would make them out in their favor. In three weeks we promised to cable them from Havana, Cuba.

From New Haven we were determined to sail as much as possible. Once out in the Sound, with only one light visible over our stern, we kicked off the motor and started to work on the sails. It was dark, and much can be excused

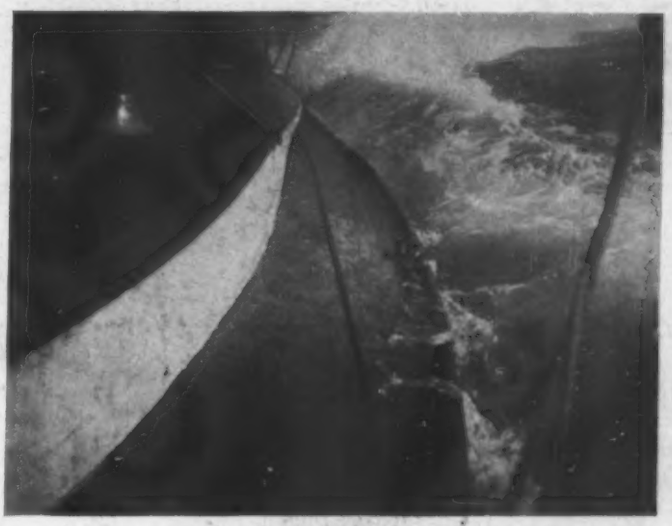
on that score, but it was a good hour before six of us got jib, mainsail and jigger set. It is unnecessary to relate how halliards persisted in flying loose, how sheets obstinately found a dozen cleats to wrap themselves about affectionately, or to add that not until City Island was reached did we appreciate that the mainsail gaff should go *between* the topping lifts.

We wandered over a good bit of Long Island Sound that night and the following day. When any breeze blew it was invariably dead ahead so that tacking was required. This was a job of real labor. Somehow it never occurred to us then that it was usually essential to cast off jib sheets in order to come about. Our idea was to get well under way, give the wheel a few fast turns and await results. Sometimes we turned the wheel slowly and came into the wind in a stealthy manner as though to surprise the sails, and then with a sudden twist try to get them over. Or we would try it with a rush and push the boom around by sheer force. If neither of these ideas worked, we calmly turned on the motor and then came about, taking considerable pride in the fact that somehow we always accomplished what we set out to do. We appreciated, however, that we had the entire Sound for our maneuvers.

The following night found us still knocking around but with very little idea of where we were. We waited to pick up lights and so orient ourselves. The charts were most exact regarding fixed lights and flashing lights and occulting lights, so it seemed simple. When we had decided, some hours later, that the mysteries of occulting lights and flashing lights was impenetrable, we picked up a green light. Where were the charts? Surely there was but one green light. But there wasn't even one — on the charts. Then we were puzzled, for it was not a boat. Well, since the compass showed we were on the right course, we stuck by it and when the wind died, started the motor. We dodged steamers bound for Boston, steered around fishing boats, narrowly missed the third barge of a tow while discussing the meaning of three masthead lights on the tug, and then got a tremendous shock when an ominous black shape without lights bore down on us. We swung to starboard and the shape shot after us, swept alongside, and in a jiffy three men were on board. Hijackers was our first thought but they were only members

"*Geryon II* was a broad-beamed, solid yawl, 36 feet long over all."

of the rum patrol. We were soon declared not guilty and then by asking a few discreet questions to veil our ignorance, we discovered we were within a stone's throw of City Island. Someone must have hung his hat over Execution Light as we went by. Within a few minutes we were riding at anchor, not inordinately proud of our navigating ability, but fairly cocky.



Scuppers awash.

Hell Gate was passed the following afternoon at top speed. Manhattan, a craggy pile of rock and glowing jewels dropped astern and from there our only misdemeanor was to totally upset the tempers of various tugboat and ferry captains. The fevered whistling we incited outdid the greeting of any New Year I can recall, and if we had not occasionally passed close enough to other craft to make out distinct words of enthusiastic profanity regarding our near future, we might have taken it all as a fond farewell.

And so on to South Amboy and the Raritan Canal, with nothing to do but pour oil and gas into a thirsty and temperamental engine and avoid mud banks. For the most part we were successful and most contented. We even began to expand with a flourishing conceit because we could all tie a bowline and tell, without looking at the clock, what seven bells meant. Locks and bridges slowed up our schedule somewhat.

Eventually Chesapeake Bay laid before us with ample room for even our type of sailing. When the wind blew from any quarter other than southeast we managed to push along without the motor in very fair style, although we soon discovered that long tacks out of the channel proved destructive to fishing nets and stakes that infest the entire bay on both sides. About 4 A.M. on December 18th we sighted Thimble Shoal Light in Hampton Roads. Perhaps it would be best to say we sighted a thousand or so lights, one of which necessarily had to be Thimble Shoal, but out of that maze of flashing, occulting, revolving and moving lights we were somewhat at a loss. Regardless of where we turned we seemed to arrive in a red sector, and traffic was again slightly demoralized by the sudden appearance of our small craft under the bows of a swiftly moving steamer. Yet we were fairly certain of our course and at last picked up channel markers, then buoys, then a long line of black hulks lying at anchor. If they could anchor, then so could we, and after swerving in and out for a short time we came into open water, dropped anchor and turned in, quite ready for a good sleep.

Up at 7, however, somewhat perturbed to find ourselves in a veritable forest of fishing stakes, escape from which required considerable care. With some maneuvering we reached the channel, waved farewell to Hampton Roads and its nocturnal mysteries, and under jib, jigger and motor, hurried on to Norfolk. Those mornings were downright cold with occasional touches of snow and frost in the rigging and on deck. Our stay in Norfolk was limited to filling gas and water tanks, then up past the Navy

Left. George, trying to appear seagoing.

"'Pootch' was cold, wet and shivering with fright."

Yard, through various bridges, preceded by a tug that politely held up for us and whose whistle was much more authoritative in bridge tender's ears than the shrill piping of our enlarged bird-call, on to Elizabeth River, Back Creek and through the first lock of the Dismal Swamp Canal before dark.

While we attempted to safeguard what paint was left on *Geryon's* sides, going through the lock, I noticed a small, weazened darky who grinned broadly, invitingly, as he caught my eye and swung with obvious emphasis a flat glass bottle the shape of which is closely allied to alcoholic beverage. Well, it was cold. It was getting colder. Even zero weather had been heard of in this region. I shivered weakly, then convincingly. I returned the white-toothed smile, leaped ashore and whispered my desires.

"It may be moonshine, suh," was the whispered reply, "but man, oh, man, what Ah mean is it's am-am-ambrosia. Yassuh, dat's what Ah mean, no else." The eyes rolled in ecstasy and a two-dollar bill was folded into his palm. He faded into the dusk quickly enough to warrant comforting reflections as to his immediate return, but the road must have been long and the way difficult. I have never seen him since. Moonshine may be green liquor but I felt decidedly more verdant in hue when I opened the bottle.

Through the canal to Elizabeth City was a pleasant, sunny trip of peaceful chugging down a watered aisle between densely wooded banks, with the ever-present buzzards soaring overhead. Once more into open water at Albemarle Sound, with no wind. Not until Croatan Light had been passed were we able to put up all sail and turn off the motor.

Beaufort, our next stop, held us up for three days with rain and a cold south wind. We had planned a jump to Charleston, all under sail, so decided to wait patiently for a more favorable wind. During this time if we had paid more attention to the barometer we might have foreseen a blow, but as I look back through the log I find just two entries; one as we left, "Up anchor, 7.45: barometer, 29.92"; then that evening the terse remark, "Blown off course." Scarcely had we reached open ocean, with all sail set, than we found the wind southwest, and really coming. It forced us off shore and in a decidedly short space of time had raised a fairly high sea of a choppy, nasty kind that caused us to hesitate about looking up too high. Slowly the wind went to west, then to west by north and we found ourselves running free.

That was a glorious sail. Every rope and spar and halliard came to life and strummed a song. The rail sank under foaming strips of water that were swept away into the dark behind. The old ship would rise on a crest, stay poised for a fraction of a second, then throw herself, steady and sure, into the valley below. Sitting at the wheel, with the sails hard overhead, gave a sensation of speed beyond that of an automobile. Some measure of the pressure on the mainsail may be gathered when I say that after about eight hours' running directly before the wind the port light board wore a hole through brand new canvas. Even the cat got his sea-legs and enjoyed it. Early in the morning both wind and sea dropped considerably. We tacked ship and headed for Cape Fear, knowing little more than that it was in the general direction of southwest.

About dawn — a cold, dismally grey affair that did little to cheer us, for we were tired and wet — Tommy recalled the calendar, hailing us with a "Merry Christmas." Having had no hot food for 24 hours we grinned sarcastically over the idea, with visions of smoking turkey and a groaning table at home. However, a pot of boiling coffee was finally managed after much juggling and a jug of real "corn liquor" was produced. The combination, taken in equal parts as I recall, was almost enough to bring the sun out. Carolina "corn" is potent.

Soon after dawn we struck a calm, rolled up the mainsail, turned on the motor and headed west. During the day Cape Fear and Frying Pan Shoals were picked up, and as the breeze struck in we turned off the engine and set the mainsail. The breeze was back to south of west, compelling us to tack out to sea again, but our navigating ability had pleased us so much that we thought little of it. Once more the sea began to kick us around and the wind became a puffy, shifty proposition, causing no end of trouble. By dark it was a question of steering according to the wind rather than try to hold a compass course.

I surrendered the wheel to Tom at 10, Steve being already asleep. At midnight Tom howled for Steve to take the wheel. Aroused from a sound sleep, Steve threw off the blankets and swung his feet to the floor. A wild yell rang out. Instead of finding the floor Steve's feet encountered 12 inches of wet sea water over the cabin flooring. His yell awoke me and we proceeded to man the pumps. Naturally, they immediately jammed, as half the loose objects in the cabin were afloat. There remained but one thing to do — bail. We had no idea where the leak was but supposed the pounding of the seas had opened a seam.

I doubt if I can recall a more disheartening scene. The only light was a dingy, smoky lantern, cavorting dizzily from the cabin carlins with every lurch of the boat. As the yawl plunged heavily, first one way and then the other, the sound of surging, splashing water, shooting forward into the galley then sucking back to the stern, slopping onto bunks, spattering high against sides, was thoroughly dismal. Everything was sodden, and so were we, despite oilskins. But probably the cat was the worst off. Pootch was cold and wet, shivering with fright, huddled into the clammy folds of a duffle-bag until one of us offered a bit of comfort when he would dig all claws into oilskins and whimper.

Tommy, owning the only rubber boots, offered to stay at the wheel where he remained for nearly eight hours. Steve and I got ready with the buckets. While the former stood braced in the hatchway leading to the cockpit, I scooped up full buckets of water and passed them to him. I recommend either job to any one wishing to strengthen his back and arms. Already tired out, after half an hour or so every muscle and joint groaned out loud each time a full pail was lifted across the jumping cabin so that Steve could dump it in the cockpit. We worked 15 minutes on and 5 minutes off, and at the end of two hours had accomplished little more than hold even. Another hour and we just had to quit. I couldn't have lifted another bucket if it had meant a dry bed in New York. So we consigned everything to the devil, stretched out on sodden blankets in equally sodden clothes and tried to rest. Sleep was impossible, what with the continual splashing of water, but it was worth a lot just to stretch out even though it was only for a short while and then back to the buckets. Dawn found as miserable and weary a trio as ever pulled a halliard, with no land in sight, although a fair wind from the northeast favored us and we were making good time toward shore.

The cabin of *Geryon II*, looking forward.

We were so worn out that I decided that whether dry land or Davy Jones was to be our destination, a hot cup of coffee would help either journey. So I went below, wading nearly knee deep into the galley, through cans of soup and vegetables, potatoes and all things that had been stored on the floor, dug out a can of solidified alcohol and started to boil water.

While I held it over the flame I heard the sound of running water. In a few moments I had traced it beneath the sink and there discovered that the drain pipe from the sink, leading out through the hull, had been pounded loose, leaving a large semi-circular crack through which I could see green water. It meant a new lease on life just to find something definite to fight. Hastily we rigged a big chunk of canvas on two lines, and drew it back outside the hull until it covered the opening, then lashed it tight. It helped for the moment so we rummaged about and decided the windlass bar, a heavy wooden club slightly tapered at one end, would fit the hole. Below we went again, armed with a heavy hammer. Tommy and I held our breath as the former whacked the pipe. If the bar was too large she would probably fill rapidly, for a two-inch hole would be left. Away went the pipe, the club hit the hole, fitted like a dream and was rammed home until not a drop of water came in. What a moment! We laughed like children, found the coffee boiling serenely and went on deck. Braced by coffee we attacked the pump again, managed to get it working after a fashion and with renewed energy pumped the old ship dry as a bone. Then, as a final touch of goodwill from old man Neptune, the sun came out hot enough for August and the sea dropped to an absolute calm. A monstrous breakfast was cooked, we sat around in birthday dress warming up, the cat, a forlorn but much relieved specimen, came on deck, stretched in the sun and blinked happily. It was worth a laugh and a swim in the ocean.

A breeze caught us shortly after, the motor decided to work despite its wetting, and we made Georgetown that evening where we laid up two days for repairs and gathered some welcome sleep. On the 29th we started for Charleston, being bent on seeing the city, and arrived there that night, running the harbor in the dark without too much trouble. In fact, it was much easier than the long stretch of Winyah Bay, before Georgetown, which had also been managed minus daylight.

After a mild New Year's Eve celebration in Charleston we put to sea on the 1st of January. The weather was rather lowering with a dull sky, occasional rain and very rarely the sun. When the breeze blew it was puffy. For three days we wandered along making as good time as we could but continual calms held us back. Once more we had voted on a long run, this time to Miami, a good 500 miles. A long, heavy roll made the hours of calm decidedly unpleasant and seriously interrupted the serving of hot food. A four-armed boy would have come in handy.

Lacking diversion we tried fishing and caught several strange specimens of ocean life, all of them unknown to us, except a barracuda. Some of them proved edible and most welcome as a change in diet; but they were all acceptable to the cat and from that time on we were as like as not to find fish heads or tails hidden away in back of our bunks.

On the third day, during a calm, we met our first shark, somewhere off Georgia. We had furled sail to prevent the heavy slatting and after a time, finding the sun hot, began to speculate lazily on a swim. We were all spread out in the cockpit, luxuriating in the heat, joking about chilly friends in Gotham and wondering just how cold the water would be, even if we were not in the Gulf Stream. Tommy managed to haul himself to the jigger sprit, intending to stick an inquisitive toe overboard. The toe never reached the water. Just below him were three greenish-grey shapes idling along under our stern, occasionally casting the original fishy eye up at the boat.

Steve banged away at him with a .38 and the bullet was all that was needed to egg that fish into action. He zig-zagged a spray-lit path to the horizon at a speed that must soon have landed him on the coast of Ireland.

(To be concluded)

Yachting Twenty Years of Age

Looking backward over the years from 1907 to 1927

WITH this issue, YACHTING completes its twentieth year. Born January 1, 1907, it is fitting at this time that we look back over the intervening years to that first issue, that we may refresh our memory as to the purposes to which the magazine was dedicated, to the pledges that were then made to its readers, and to take stock, as it were, of how we have lived up to the aims of the founders.

Twenty years is a long space of time; longer, perhaps,

The cover of the initial issue of YACHTING, January, 1907.

in anticipation that in retrospect, and many changes have taken place in the span between 1907 and 1927 in the character of the sport, in the personnel of those who follow it, and in the yachts themselves. But in spite of these surface changes, the underlying spirit of the sport, the dominating love of the sea and ships, the principles of fair play and sportsmanship, are the same today as they were then, and will be, we hope, for many years to come.

As to the reasons for bringing out a new magazine at that time, an editorial in the first issue gives the answer. It may well be read again at this time, as it embodies the aims that the editors and publishers have kept constantly before them ever since. It says:

"The publishers of YACHTING have no apology to make for adding another to the long list of magazines which bid for popular approval. In the special field of sport to which it will devote itself there has long been needed an accurate and up-to-date chronicler, as well as a rigorous and friendly mentor. No other sport is so wholesome, so clean, so free from taint as is the pursuit of pleasure on the water; in no other is there such an appeal to the best qualities, mental and physical, of its devotees. Not unnaturally, therefore, the growth of the sport in America has been phenomenal. With the great national prosperity of recent years there has come unprecedented expansion in every branch of yachting and boating. The invention of the gasoline engine has made thousands upon thousands of men and women free of our rivers, our lakes, our harbors, our sounds and our seas, with which waters they must otherwise have remained more or less unfamiliar. The 'longshore Yankee, the best sailor in all the world, is coming to the front again — not in your Baltimore clippers, nor yet in lofty-sparred Maine merchantmen, nor even in the iron kettles, alias tramps, in whose logs will be found recorded an ever-increasing proportion of the romance, the pluck, the pathos of the sea. In the small boat, with which the long American coasts now teem, the direct descendants of the men of John Paul Jones, the heirs-at-large of the Salem captains and the successors or those who first humbled England's yachting pride, are now to be found in ever growing numbers.

"For them YACHTING will be published, whether they sail or row, or go down to the sea in motor boats or canoes. Its publishers and its editors are pledged not only to make of it a beautiful magazine, but also to make it a forum in which the yachtsman and the designer, and all interested, can have their say. Devoted to no one branch of the sport in preference to any other, YACHTING will have a mind of its own and will not hesitate to express it in behalf of the advancement of yachting, the preservation of the amateur spirit, and the development of racing, national and international. It will hold no brief for the large yacht clubs as against the small ones, or vice versa. Its pages will record and discuss the results of all the important contests, and will doubtless contain many an argument for the normal racing boat as against the freak. Yet it will still find room in its pages for the interests of the amateur who cares nothing for racing and is only just finding his way to his first boat.

"Finally, its pages will taste of the salt and will bring to its readers, whether on board ship or by the fireside, something of that struggle against the elements, friendly or hostile, which gives to the sailor his zest for life and makes of him every inch a man. And as its news and editorial pages will be subject to no personal ambitions and be swayed by no narrow prejudices or selfish aims, so will its advertising pages be precisely what they purport to be — for sale only at fixed

The advertisement of the Electric Launch Co., now Elco Works, showing typical power cruiser of twenty years ago.

rates from which there will be no deviation of any kind under any circumstances.

"It is with such ideals and aims that YACHTING commends itself to all who, with it, love the water and all that pertains to watermanship in the broadest sense."

Founded by Oswald G. Villard, the first publisher was Robert M. McBride. The first editor was Lawrence Perry,

who is now writing on sports for a newspaper syndicate, and whose work is widely read from coast to coast. The next editor was Herbert L. Stone, who joined the staff in November, 1908, and has been with the magazine ever since, except during the period of the war, from April, 1917, to July, 1920, when the magazine was edited, first, by William Atkin and then by Charles H. Hall.

The list of contributors to the first issue, some of whom are still writing for the magazine today, included the following: W. P. Stephens, Clinton H. Crane, A. Cary Smith, Henry J. Gielow, C. D. Mower, J. M. Handley, Sir Thomas Lipton, Owen Roberts and Lawrence Perry. The naval architects who contributed all wrote on the new Universal Measurement Rule, very much to the front in yachting circles at that time as it is again today, the concensus of opinion then being that there need be no fear of extreme types under it.

It has always been the aim of the editors to get those who were recognized authorities in the sport, from either a practical or a technical standpoint, to contribute, that the readers might have their views on matters of interest

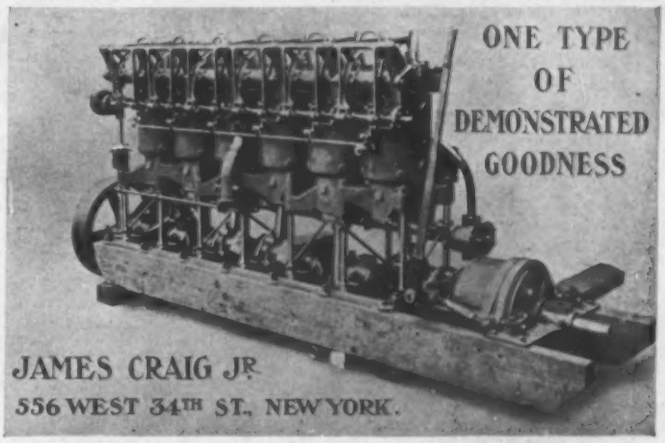
The "scow" type was in its heyday on Lake Michigan when YACHTING first appeared. This is *Cherry Circle*, winner of Lipton Cup in 1906.

to those who sail. The list of those who have written for YACHTING is a notable one and, to mention but a few, contains the names of C. Sherman Hoyt, Henry L. Maxwell, Henry Howard, Winfield M. Thompson, Frederic A. Fenger, W. W. Nutting, Samuel Dauchy, A. E. Dingle, W. Starling Burgess, John S. Lawrence and Nathanael Herreshoff.

Among the advertisers in that first issue of twenty years ago are many who are still using the magazine today, and who have been in it continuously since it started. It is such support as this that has made the magazine possible, and to those good friends, with their faith and loyal help through lean as well as prosperous years, we, and our readers as well, owe much. Without them the magazine could not be what it is today.

Here is the list of advertisers in the first issue of YACHTING:

Gas Engine and Power Co. and Charles L. Seabury & Co. Consolidated (now Consolidated Shipbuilding Corp.)
Electric Launch Co. (now Elco Company)
Cox & Stevens
Charles D. Mower
Stanley M. Seaman
Arthur Binney
Henry J. Gielow
Frank Bowne Jones
Manning's Yacht Agency
William Bruns (now Bruns, Kimball)
Morgan Barney



James Craig was one of the first advertisers in YACHTING. The copy shows the early type of gasoline engine he was then building.

Macconnell & Cook
Lowell Weaving Company — Duck
Marine Construction Co.
J. A. Connolly, Jr.
Ostermoor & Co.
Bailey, Banks & Biddle
Eastman Kodak Co.
Boothbay Gas Engine Co.
The W. H. Mullins Co. — Steel Boats
Manhasset Shipbuilding & Repair Co.
National Motor Boat Show, New York
Second Annual Motor Boat Show, Chicago
(American Ass'n of Engine & Boat Mfgrs.)
S. Hemmenway & Son
A. E. Lovett Co.
Jno. Curtin Inc. — Sails
Hammacher, Schlemmer & Co.
Pigeon Fraser Hollow Spar Co.
Edson Steering Gears
The Duro Co.
The Connecticut Constr. Co.
New York Gear Works — Ball Reversible Gear
Rochester Gas Engine Co.
Charles J. Jager Co. — Marine Engines
A. S. Morss Co.
James Craig, Jr.
Williams-Whittlesey Co.
Pennsylvania Rubber Co.

The aim of the editors has been to make a magazine, first and always, for the man who follows the sea for pleasure, and not in any sense a trade journal. Only with readers who are keenly interested and loyal is the work worth while, and only through such readers are the messages that the advertising pages carry of the most value to those who use them.

Our hope for the future is that another twenty years will still find the old ship carrying its freight each month to those who are its friends today, and that it will be the means of inducing the coming generations to follow the sea in yachts as those who have gone before them have done.

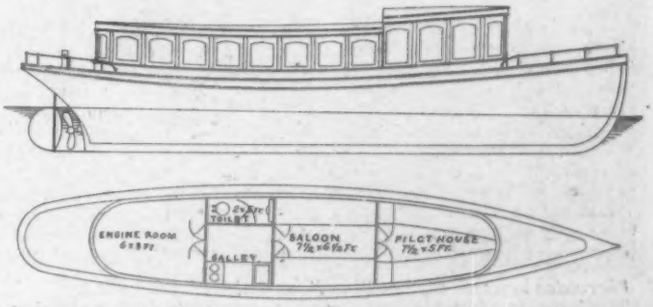
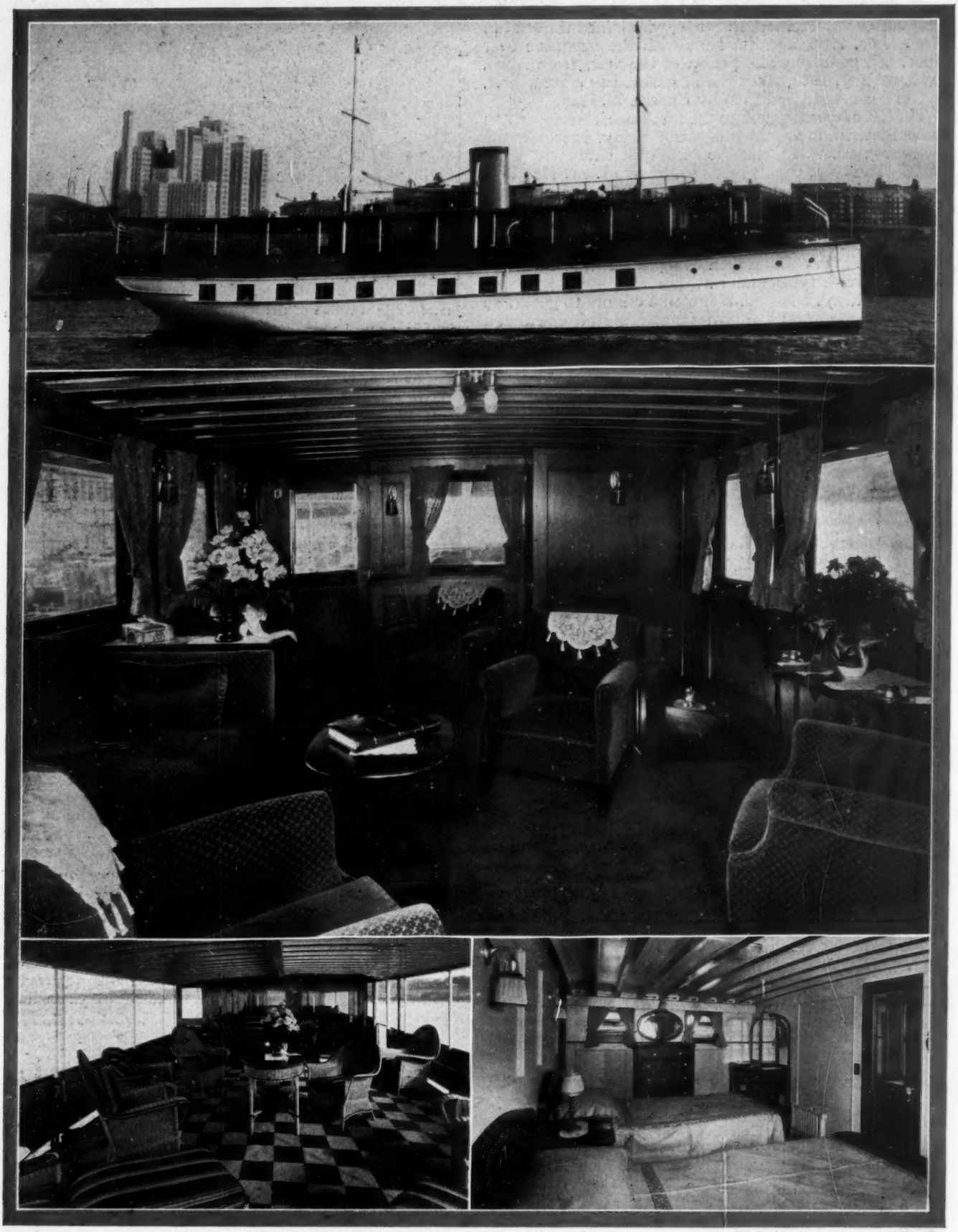


Illustration from first issue of YACHTING, showing type of 45-foot power cruiser still in general use at that time.

The New 90-foot Houseboat Type Power Yacht *Marcidee*



Marcidee **is a new 90-foot houseboat designed and built by the New York Yacht, Launch and Engine Company for J. J. Dean, of Boston. The large, comfortable living room, the owner's double sleeping cabin and the broad, tastefully furnished afterdeck are shown in the reproductions above. Her power plant consists of two Twentieth Century 100 h.p. motors.**

Kemah II, an Attractive 38-foot Cruiser

Above, the roomy and comfortable bridgedeck. *Kemah II,* at right, has won many long distance races.

Below, at left, the after cabin; attractive and roomy. At right, the forward cabin.

Kemah II **is an excellent example of what can be had in a small boat. Owned by E. A. Jimenis, Vice Commodore of the New York Athletic Club, she was designed by F. K. Lord. Her length is only 38 feet, and she is powered with a 4-cylinder Scripps motor.**

Beachcomber Salvage

By SEYMOUR POND

TEX McMillen came on board our ship in San Juan, Porto Rico. He was tattered. When I say he was tattered I mean tattered; it was his one outstanding characteristic. About all that he had left in the wide world, intact, was a broad brimmed campaign hat of Uncle Sam's soldiery.

He was not an especially capable fellow; he would have been lost to life in a workaday city world. Originally he was the product of the Texas plains. When we saw him he was purely and simply a beachcomber, of the seashore variety. He had neither size nor strength to recommend him, he was tattered — and yet he was mighty lovable.

When he came ambling up the gangway he asked to see the chief Mate, who was near at hand.

"I'm stuck down here," he stated, briefly, with no tone of complaint nor pity-seeking. "I can't speak the language and I want to get home to God's country. I can work and —"

"What can you do?" interrupted the Mate, tartly.

"Why — er — I — I'm a quartermaster!" he replied.

Somehow his words lacked conviction. The Mate glanced him over with the eye of one accustomed to make ratings by outward appearances.

"So! You're a quartermaster, eh? Well, we can use a *good* quartermaster. Any clothes?"

"No clothes, sir."

The little fellow looked utterly sunk by the onslaught of words from the Mate.

"Well," barked the chief, "I suppose we can take you. Get for'd; we sail at sundown."

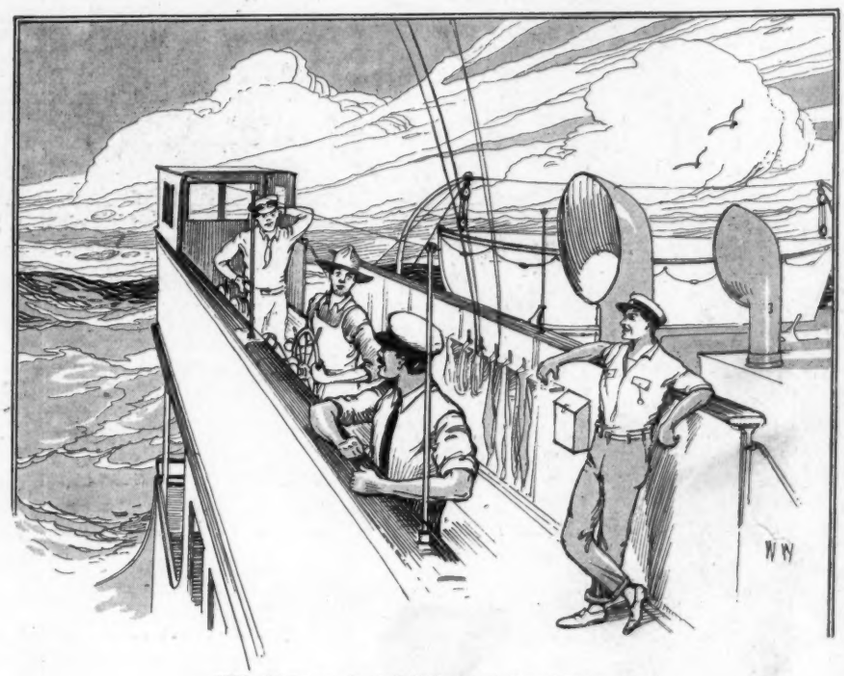
As "Tex" went up the deck for his grub I knew that he had made a rash move and my heart sank, somehow, for I felt sure this fellow would never get to New York — on our ship. We were headed around the island on a six-day freighting cruise, making a half a dozen stops for oranges, pineapples, cocoanuts, and sugar, stopping again at San Juan for passengers. I had a strong hunch that "Tex" would never get farther than Ponce; he should have jumped that ship later, with no stops between his island and New York. Events happened fast for that little beachie.

That next morning as we were heading down the palm-fringed coastline toward Ponce the Mate called the new quartermaster on the bridge. We were running close to headlands and jagged barrier reefs. The Old Man was conning the quartermaster. Well, sir, "Tex" went to the wheel, sheepish like.

"Steady as you go," thundered the Skipper.

"Tex" said nothing, but looked knowing. The Old Man gazed at him, wondering why he hadn't repeated his "steady as you go," in true sailor fashion, but let it go, as the new man seemed to be doing all right.

"Port a bit," bawled the Old Man, then hesitating, "easy." "Tex" had found out what port and starboard were, that was evident. But the old ship was doing fantastic tricks — first to port, then to starboard, wide and heavy she swung. The Old Man was getting suspicious; he glowered at the new man in borrowed overalls and soldier hat — hardly a sailorly picture he made.



"Nothing to the left," bawled the skipper.

"Nothing to the left," bawled the Skipper.

That order was "Tex's" undoing. Somehow he didn't seem to sense the full import of that command. To his right was the headland, to his left the open sea. Surely he must keep clear of the land. But he didn't know that just to his left was a sunken barrier reef. The ship swung to the left and she swung fast.

"Hey, quartermaster," bawled the Old Man, "what'n hell are you doin' there? Nothing to the left I said — and why don't you repeat your orders?"

The ship was still headed reefward. "Tex" was frozen into silence. The Mate grabbed the wheel before she struck. "Git below, lubber," boomed the Old Man, watching, "and stay off'n my bridge."

As he ducked out of sight the Mate hurled: "Salvage you are — hardly that. Pack your clothes in Ponce!"

"Uh-huh!" muttered the little beachie to himself, "but in this here port I can get a ship — for Texas."

The South Sea Islands Are Calling

THE South Sea Islands are calling me. In my dreams, I picture the dancing maidens beating time with their feet, their skirts of rushes swirling, their lei wreaths gleaming, their dark eyes shining, their hair caressed by the wind.

In my dreams I see the red moon hanging low, the waving palm trees, the flashing of the sea.

I seem to hear the strum-strum-strumming of strange crude instruments, the chanting of the girls, the low accompaniment of the sea.

The South Sea Islands are calling me. . . .

I think I'll go to the Follies this noon. . . . E. J. KIEFER

From Newport to Falmouth in the *Primrose IV*

By F. M. GARDINER

PART III

THE breeze freshened steadily all evening and before midnight of July 8th we were logging 9 knots with full sail — all we could carry. It was a glorious night, enough sea to keep the helmsman busy, not too much breeze for full sail, sheets well started, fine clear weather.

Our noon position had been bang on the plotted sailing route from the Cape of Good Hope to the Channel — a great circle course from here on — so we laid our course along it, and held our breath lest the cook take it into his head to play *After the Storm* again. He had done so during the lull on July 6th, while the bosun and skipper muttered under their breaths, and dashed around knocking on wood. When the lull was over, bosun was with difficulty restrained from giving the ill-fated record "the deep six."

Friday, July 9th. I find this entry in the log at 1 A.M.: "Set clocks ahead one hour to 15th Meridian time." We're getting there! Only one more hour to set the clocks ahead to the Meridian of Greenwich, and at our present rate we'll be doing it in a few days. By setting the clocks ahead well in advance of the Meridian, we continue to have our delightful late sunsets — or if not sunsets, at least plenty of light well into the evening watch.

Breeze freshening and sea getting up, but fine sailing weather. Doused fores'l and jumbo shortly before noon, with a 6 to 5 breeze, and logging nine knots. As the wind continued to freshen, however, there was no apparent let up in our speed. One of the finest qualities of the *Primrose* is that in shortening sail the easing of the ship to a great extent balances the reduction of canvas, and there is hardly an instance noted in the log where shortened sail caused much diminution in speed. Apparently she will make 6 knots in anything above a light air — run easily up to 8, take driving to make 9, and I doubt if anything under a hurricane will give her more than 11. The other

A yawl passed off Cornwall on our way into Falmouth.

fellow may be logging 12 or even 13, when the *Primrose* is doing 9 or 10, but *Primrose* will still be logging 9 or 10 when the other fellow is hove-to, and in a seaway with the wind anywhere between 2 points forward of the beam and the quarter, the *Primrose* will be so much easier than the average that she'll show her heels.

When one considers that she crossed the Atlantic, hove-to three times, and never got salt water in the bunks, never prevented the cook from serving hot meals, never carried away any important gear, and for nine consecutive days made an average run of over 165 miles per day, enough has been said!

Saturday, July 10th. Fog shut in in the early hours and gave the skipper a restless night. At 2.15 A.M. sighted a westbound trawler on weather bow about ¼ mile off. She evidently sighted us about the same time, for she started tooting away on her whistle.

Fog continued the rest of the night and all morning, alternately thick and lifting. At 1 o'clock P.M. we heard a steamer's whistle on the lee bow, and commenced an exchange of compliments which lasted until she passed

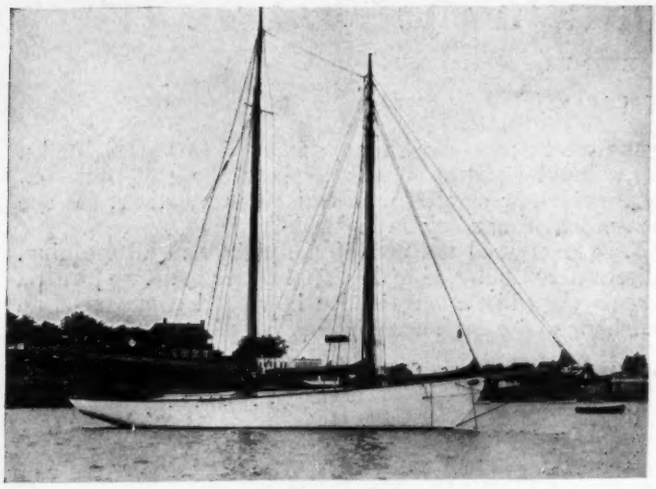
Fair winds and fine weather.

us, a few boatlengths away, her hull just visible through the fog. She was bound south, and gave us a good check on our longitude, as our noon position was just west of the steamer lane to Gulf ports (from the Scilly Isles). As our radio had been out of whack for over ten days and the accuracy of our longitude depended on the reliability of our chronometer, even such a check as this gave us added confidence. Of course, we had no reason to doubt the chronometer. But queer things have been known to happen to chronometers, as all who read Lecky may learn, and in ocean navigation no means of checking should be disregarded.

Noon position: Lat. 46-44 N., long. 20-00 W., course 69°. Dist. 176 miles, only 584 miles to go.

Other matters had driven consideration of our leak into the background. But it was still with us, and as conditions for the last two days had been moderate, and we were still pumping over 50 gallons a watch, it was evident that instead of improving it was getting worse. At any rate, the skipper now got up on his ear and dived into the lazarette, heaving gear out on deck. Soon the cook followed, and the two of them got their heads, hands and a wad of caulking cotton and started to chase the leak out into the open. They chased it all over the lazarette, and finally backed it up into a corner. As it was the farthest corner that could possibly be reached without tearing up the deck, they held their breath until they were reasonably sure they had found the spot, then heaved a sigh of relief and hollered for the bosun to come and complete the job in Bristol fashion. This he did with a handful of waste, a can of seam composition, and what looked like half-a-ton of white lead. He emerged after about a half-hour of grunting and groaning in the depths of the lazarette, covered from head to foot with white lead, but beaming — the leak was stopped! We all beamed, and cook rendered "No more worrying!" on the phonograph.

Sunday, July 11th. Broke our record — for the *n*th time!



Primrose IV.

Noon position: Lat. 47-56 N., long. 15-52 W., course 68°. Dist. 185 miles! 399 miles to go.

Southerly winds, fresh to strong, rough quartering sea, steady barometer, and sky cloudy to overcast were the day's conditions from midnight to midnight.

Monday, July 12th. At 5.30 P.M., we were 21 days out from Newport — at 7.20 P.M., 20 days from Nantucket Lightship. Before 2 P.M., we had crossed the 100 fathom curve, taken our first soundings with the deep sea lead, and brought up bottom at 100 fathoms!

To relate it a little more accurately: "Skip" had been reading the sailing directions and had come across a paragraph which said in substance: "The bank of soundings is very marked between Ushant and the Irish Coast, rising in some places from several hundred fathoms to less than a hundred fathoms in a short distance. The bank can usually be easily distinguished in clear weather by the tide rips and overfalls which are very evident; and in thick weather by the change in the color of the water."

Our noon sights put us within a few miles of the charted position of the 100 fathom curve, and after lunch, "Skip" came on deck and took the wheel. Suddenly he called to Bishop to take the wheel, jumped up and ran forward, gazing to weather. There was a tide rip swirling all about the ship, and in a moment all hands were on deck to look it over.

The mate, in the meantime, rigged the sounding machine, and, on the second cast (the patent tube didn't work well on the first), we actually hauled a piece of "terra infirma" (which is the latest name for the earth under the waters) on board, stuck firmly to the arming in the lead.

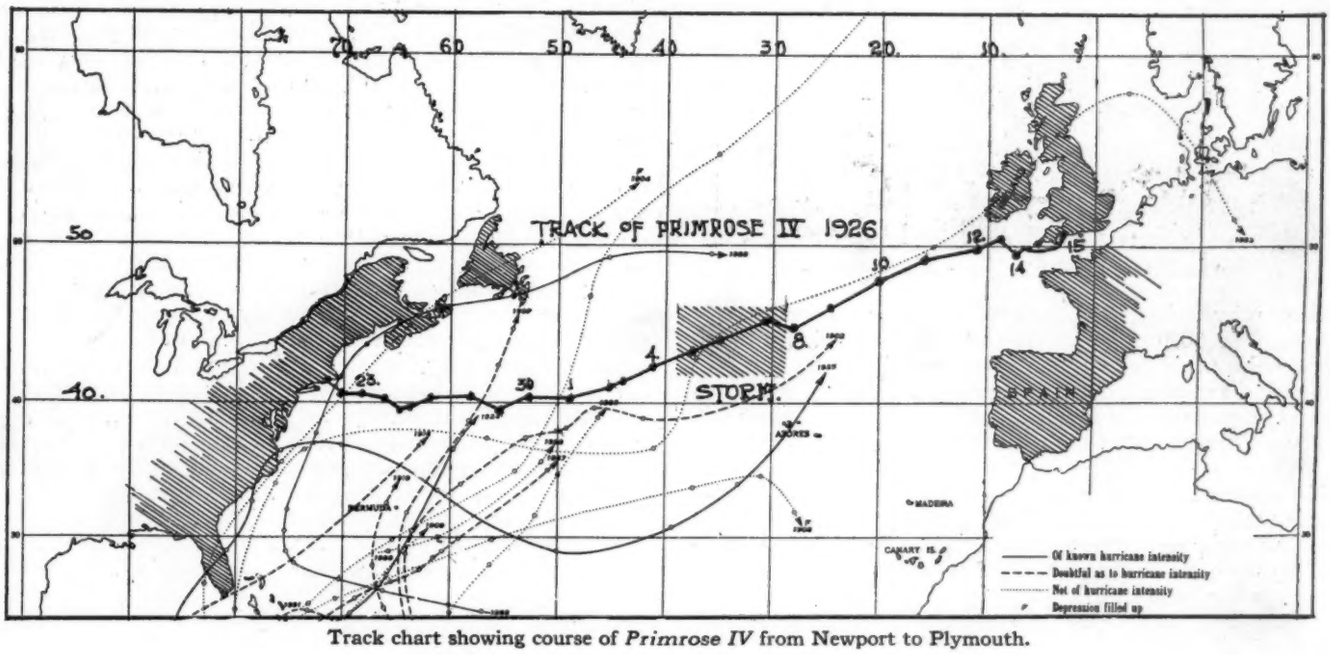
It was almost as good as a landfall — in fact, some discussion arose as to whether we should not call it a landfall if hard luck struck us, and we were kept off shore too long. But the punctilious shades of our Puritan ancestors ruled against it.

Noon position: Lat. 45-58 N., long. 11-18 W., course 71°. Dist. 192 miles! Speed 8.0 — 207 miles to go to our (hoped for) landfall.

As if Father Neptune had been convoying us to this point, where we almost felt that we were in sight of land, and had decided that we no longer needed his services, our soundings had hardly been taken when the breeze began to drop and back, heading us more and more, until by 6 o'clock the best we could make close-hauled was NE½E. As if this were not enough, a thick and "roaring" fog shut in about 4 o'clock; the wind freshening with it until we could just about carry our full sail. The fog was so thick that from aft we saw the foremast through a haze, and when we were on top of a sea (they were rolling in big, forced up by the sudden shoaling of the water) we could see the one ahead of it, silhouetted stark and clear against a perfectly blank wall of drab grey, and nothing beyond. It was an awe-inspiring sight, for it was exactly as if we were on top of a cliff with another cliff just ahead, and beyond that — nothing! The sensation of "dropping off beyond" was so acute that one had to force his reason to realize, that beyond the last sharp-cut wave that he could see, there must be another, and another, and not a sheer cliff through to China — or infinity!

We had run into the bank so suddenly — one minute we had clear sun, bright weather and a dancing sea, and the next the grey pall had swooped down on us, blotting out sun and sky, and horizon — that we did not expect, particularly with the wind blowing as it was, that it would last long. But hour after hour it hung on until, at 11 o'clock that night, we ran out of it as suddenly as we

(*Continued on page 76*)



Track chart showing course of *Primrose IV* from Newport to Plymouth.

The Sharpie

Its Genesis and Development

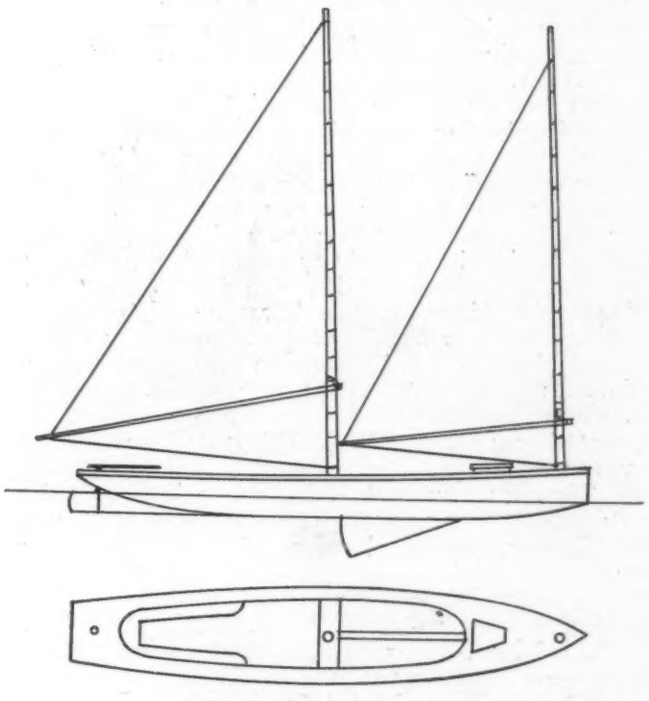
By W. P. Stephens

HOW there was developed from the sharpie the admirable type of shoal-draft yacht with which his name is so intimately associated has been told in the November YACHTING by my old friend Ralph Munroe. The next question is:—Whence came the sharpie? This purely American and local type had its origin on the Connecticut shore of Long Island Sound, as a necessary step from the evolution of the log canoe.

The log canoes or dugouts used by the Indians of the New England coast, especially from Cape Cod westward, were adopted by the early settlers, their construction being thus described by Roger Williams:—

"I have seen a native go into the woods with his hatchet, carrying only a basket of corn with him, and stones to strike a fire. When he had felled his tree, being a chestnut, he made a little house or shed of the bark of it; he puts fire, and follows the burning of it with fire in the midst of many places. His corn he boils, and hath the brook by him, and sometimes angles for a little fish. But so he continues, burning and hewing, until he hath within ten or twelve days, lying there at his work alone, finished; and, getting hands, launched his boat, with which afterwards he ventures out to fish in the ocean."

The Indian, using oak or chestnut, departed but little from the natural shape of the tree, hollowing the interior and pointing the ends, but keeping the round of the trunk on the bottom, giving a craft of limited stability, but still suitable for his purpose of hunting and fishing. The white man demanded more of his craft. About New Haven, in the early days, such canoes were used to lighter goods from vessels outside the shoal harbor up to the town. These canoes, built from pine trees, were made with a flat bottom, the lower side of the trunk being hewn away, thus giving greater displacement and stability. As far back as 1640 a fine of 20 shillings was imposed for the stealing of a canoe. As the timber was gradually cut away along the New England seacoast these canoes disappeared, but they lingered for many years in one locality, the vicinity of New Haven, where oystering had grown into a profitable business.

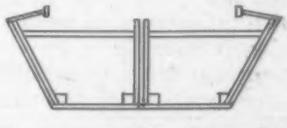


The original New Haven Sharpie.

These New Haven canoes were about 28 feet long (but sometimes up to 35 feet), 3 feet to 3 feet 3 inches breadth, 18 inches depth, and 3 inches draft. They were hewn from a single stick of white pine, the flat bottom being 3 inches thick and the sides 2½ inches; loaded with a ton of oysters and two men they drew 9 inches. They were "Marconi-rigged", a leg-o'mutton sail being set on a light mast, and a lee-board, made fast by a line, was dropped over the lee side when under sail. As the pine disappeared along the coast the New Haven men ascended the Connecticut River to its head waters, hewing out canoes in the winter and rafting them down in the spring, one noted builder being Zebina Allen. Still later, one of Allen's successors, John Smith, went as far inland as Cayuga Lake, in the State of New York, bringing down from 20 to 30 canoes each year and selling them at from $30 to $75 each.

Following the primitive methods of the Indian, such craft were within the reach of any man with an ax, an adze and strength to swing them; but as sawmills multiplied throughout the country the big trees disappeared and sawn lumber came into use. Though some survived for another 20 years, about 1860 the supply of log canoes stopped, and as they disappeared through age a different type of craft came into use by the oystermen. These are best described by the old local name, "New Haven flatiron boats." They were flat-bottomed skiffs, 18 to 15 feet long, 3 feet or more wide, with sharp bow, square transom and flaring sides of a single plank. These boats, to which, it would seem, the name "sharpie" was first applied, cost from $20 to $25 and could be built by anyone familiar with tools. They were hard to row, bad performers in rough water, and a poor substitute for the log canoe. From them was gradually evolved the larger, narrower and much superior sharpie that has been known by that name for about 50 years.

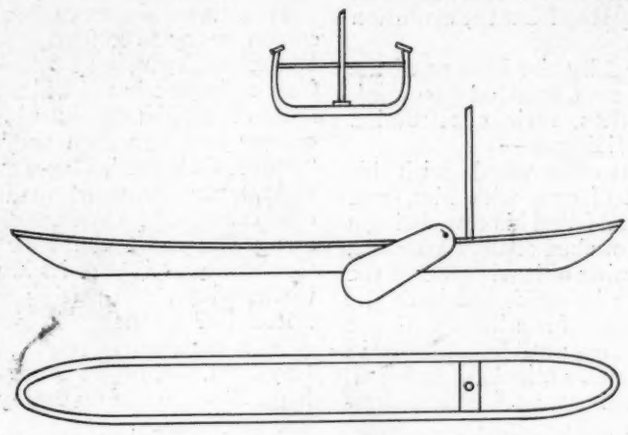
These boats range from 20 to 40 feet in length, with a breadth of from ⅙ to ¼ the length; the one shown in the accompanying diagram being 35 feet long, 6 feet breadth at gunwale and 4 feet on bottom, with a depth of 2 feet amidships. The bottom in all cases was flat across and straight for a great part of the length, but rounded up at both ends. The sides were of one plank, with two in the larger boats and sometimes a third strake at the ends to give a little sheer. White pine was used throughout except for stem and frames, which were of oak or chestnut. There was a long centerboard, of wood, two light masts, with no shrouds except in the largest boats, and two leg-o'mutton sails set by light sprits held well up on each



'Midship section of New Haven Sharpie.

mast by a "snotter." In some cases a balanced rudder was used. The construction was very simple, the bottom planks running athwartship, and for a man familiar with the ordinary tools of the house carpenter but little knowledge of boatbuilding was required. As built forty years ago, the cost of the larger sharpies ranged from $200 to $400. In that era of cheap pine and labor the harbor of New Haven boasted of an oyster fleet of nearly 200 of these craft.

As a matter of course the sharpie in time attracted the attention of sailing men, just as the Cape Cat did some years later, and found its way from oystering into yachting. Those who are familiar with the development of the racing scow, from the primitive 15-footer *Question*, designed by "Larry" Huntington in 1895, through the more advanced form introduced by G. H. Duggan a little later, and so to the *reduction ad absurdam* in *Reliance* and *Independence*, to say nothing of *Shamrock IV*, will recognize the germ of the "skow" principle in the comparatively narrow sharpie here shown. When heeled deck-to, and sailing on the "V" formed by all of the lee side and half of the bottom, the actual breadth was lessened, the bad qualities of the ordinary flat-bottomed boat disappeared, and the actual immersed form was conducive to speed.



Primitive log canoe used for oystering about New Haven. The forerunner of the sharpie.

When upright, or nearly so, the sharpie was by no means perfect, the bow pounding badly. About 1880 the type as then known about New Haven was taken in hand by Thomas Clapham, an Englishman and a yachtsman, whose home was near Glen Cove, Long Island, and he patented what he called the "Nonpareil" sharpie; in which the bottom in the forebody was cut up after the manner of the modern "V-Bottom" type. Starting with small craft for his own use, Mr. Clapham developed by degrees an extensive business as a builder of sharpie yachts, the largest being the *Mascotte*, built for Mr. Franklin Osgood, of the New York Yacht Club, in 1884. This yacht was 65 feet over all, 57 feet l.w.l.; 15 feet 6 inches breadth, 5 feet depth of hold, and 3 feet 10 inches draft. Like all of the larger Clapham sharpies she was yawl-rigged, and with a high cabin house she had very good accommodation for her size.

Without touching now on the controversy which then waged with some heat over the respective merits of the sharpie type as compared, on the one hand, with the conventional American centerboarder, and on the other with the then new English cutter, it may be said that, like her predecessor of a few years previous, the Stokes catamaran, the *Mascotte* and her fellow ships created no great revolution in yachting, and the type gradually disappeared. In his later yachts Mr. Clapham introduced deadrise in place of the original flat floor. This deadrise was moderate in the middle body but increased rapidly toward each end until the boats approached closely what is now known as the "V-Bottom" type.

All of Mr. Munroe's yachts, as I remember, were rigged as yawls, with quite large mizzens for the day, the name "ketch" being practically unknown in American yachting. An attempt was made to call them "American yawls," but the name did not stick and they may be more properly termed ketches.

Speaking of the incident on *Presto's* trial trip mentioned by Mr. Munroe, I have no recollection of the tug *Britannia*, but I saw all of the America's Cup races of 1885 from the Committee Boat, usually if not always the old tug *E. Luckenbach*. I was outside the Hook on one rough day on a Committee Boat, in company with Mr. Louis P. Bayard, one of the early members of the New York Canoe Club, but at that time Chairman of the Race Committee of the Seawanhaka Corinthian Y. C. A yawl of any kind was a rare sight in New York waters in those days, but there was a small craft bounding about in the seas and making very good weather of it. Mr. Bayard pointed her out to Mr. A. Cary Smith and myself and told us that she was a new boat designed by Mr. Ralph Munroe, of Great Kills, Staten Island, and that she was a shoal-draft craft. I do not remember that "Capt. Phil" Elsworth was on board. My recollection is that this was a race of the Seawanhaka Corinthian Y. C. and not a Cup race; but in this I may be mistaken. However, I have a distinct recollection of the *Presto* with her yawl (ketch) rig, and of the mention of Mr. Munroe, then unknown to me, as her designer.

Mr. Munroe's letter is of great interest to yachtsmen generally, especially so as it goes into details of the design of the *Presto* type, for which he gives credit to the sharpie model.

Big Interest in Star Class Races at Havana

A TREMENDOUS amount of interest has been aroused in the coming Star Class races at Havana, starting January 27th. Entries for the Mid-Winter Series of three races, the open Bacardi Cup Series of three races, and the international team race between the United States and Cuba, continue to pour in, and Havana is due to see some of the finest racing ever held off a Cuban port.

The Executive Committee of the International Star Class Y. R. A. has just ordered that the U. S. team which will meet the Cubans shall be selected in actual competition, the four leading U. S. skippers in the Bacardi Series to constitute the team. With the large group of present and past internationalists that are entered the competition is sure to be unusually keen and interesting. Nearly every Star fleet on the Atlantic Coast will be represented in the Bacardi Series not only by an official entry, but by numerous independent entries. The following are the probable entries from the United States:

Western L. I. Sound: *Irex IV*, Ernest Ratsey (Fleet representative); *Irex I*, C. Sherman Hoyt; *Ace*, Adrian Iselin, 2nd; *Iscyra*, G. W. Elder; *Little Bear*, J. R. Robinson.

New Orleans: *Sparkler*, P. E. Edrington; *Jane II*, J. D. Hayward.

Peconic Bay: *Blue Bell*, J. A. Dingwall; *Vacuna*, A. Towl; *Sayonara*, L. Bainbridge (Fleet representative).

Massachusetts Coast: *Northern Light*, L. Curtis, Jr.; (*new boat*), G. King.

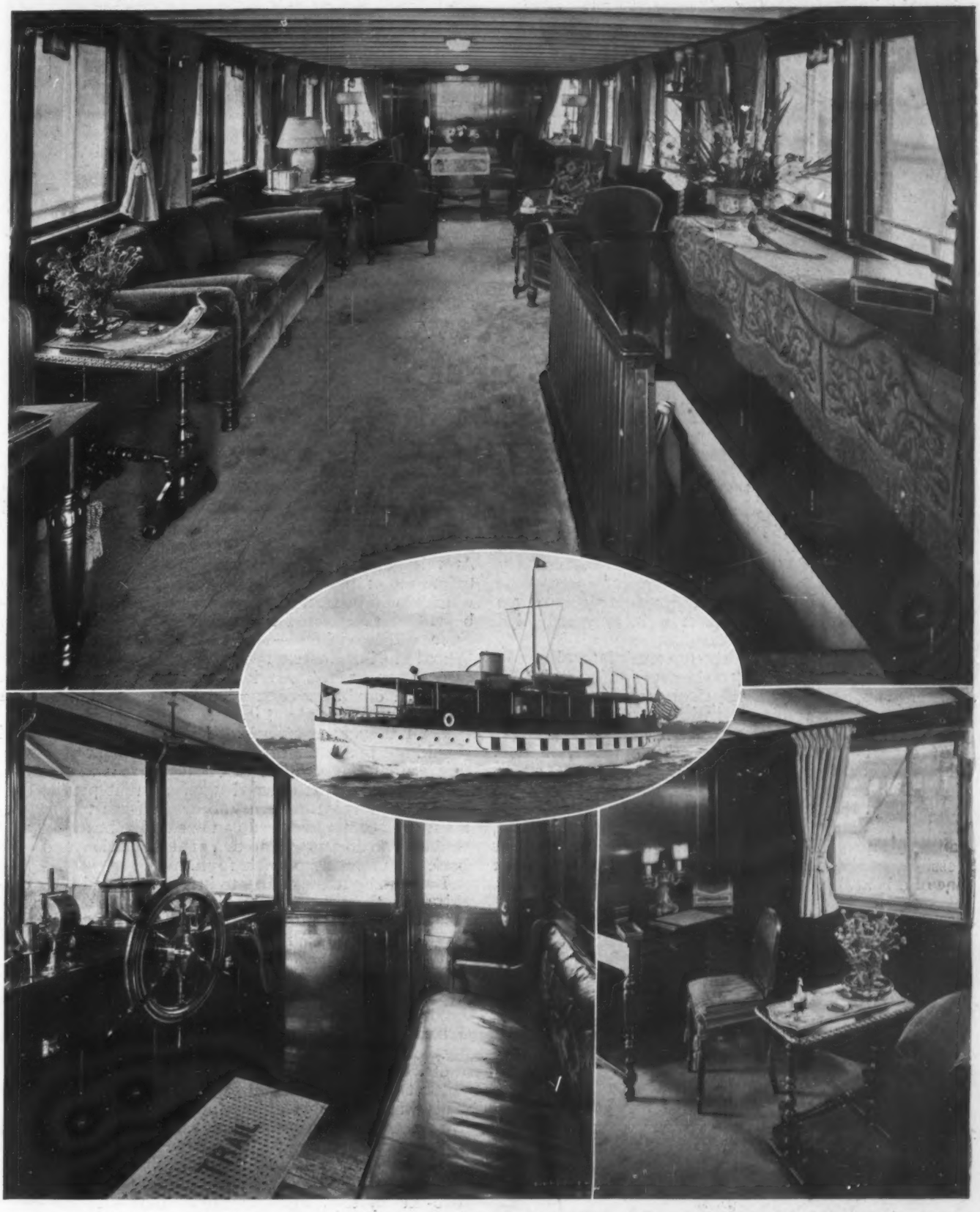
Hampton Roads: *Tom Boy*, J. Garland Miller.

Central L. I. S.: *Old Sol*, W. J. McHugh; *Ardara*, D. S. Starring; *Gold Star*, F. T. Bedford.

Gravesend Bay: *Eleanor*, Hen & Webb.

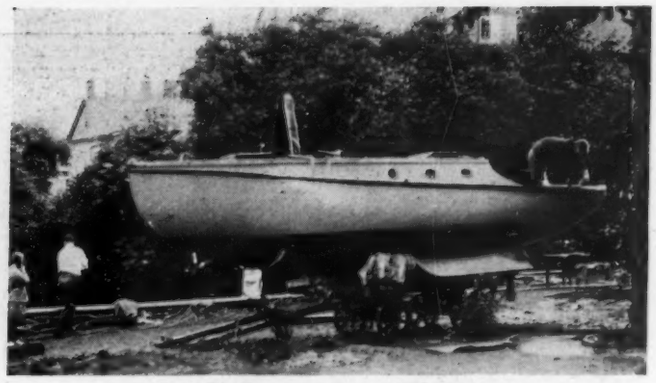
Narragansett Bay: *Nokol*, A. Buckley.

A New Houseboat for William Wallace, Jr.



The new 93-foot power houseboat *Trail*, designed and built by the Mathis Yacht Building Company, for William Wallace, Jr., of New York, is the latest example of a large houseboat yacht turned out by this Company. Completed August 1st, the *Trail*, as the new boat is called, was in commission in northern waters until early in November, and in December she left for Palm Beach, where her owner will join her. With a flush deck and yacht type stern, she is the latest development of the Mathis Company. Two 150 h.p. Winton Engines drive her at from 14 to 15 miles per hour. Above is seen the large deckhouse living room. At bottom, left, is the pilot house, and, at right, a corner of saloon showing writing desk.

Blue Bird **under power in the canal.**



Blue Bird **on her way to be launched.**

Blue Bird — Something New in Small, Light Draft Cruisers

How She Was Conceived, Built and Tried Out

By R. A. Balfour

IT was in March, 1923, that I came across a design in an old volume of the *Yachting Monthly*. The editorial comment struck my attention. It read: "It will be seen that the boat depends for efficiency to windward partly upon the bilge keels. These have been exhaustively tested and do not stop the boat in any way." Now, those bilge keels intrigued me; the design in any case was interesting. The keels themselves were only indicated upon the body plan.

The great idea struck me about a week later. I awoke in the night and exclaimed: "If she depends for her lateral resistance upon the bilge keels, why has she a center keel?"

Was it possible to dispense with the center keel, and what would happen if this was done? After a little thought the first part of the query was answered in the affirmative. The effect could not be so lightly dealt with. The objection which at once occurred to me was the (I believe) general idea that bilge keels, even when small, slow up the boat, and the words of some authority I had read, came to my mind: "Bilge keels should be as small as possible, as short as possible, and parallel to the center line of a boat."

In Brough Harbor. The bilge keels allow her to "take the ground" upright.

I dug out the lines of the boat under discussion. *Louise* was her name; Linton Hope the designer. I discovered that the bilge keels in this case were far from parallel. I believed this was significant, and paused to think it out. At this point my imagination ran away. A vision rose before me of the perfect small cruiser. A cruising type which would be fast, yet steady; shallow, yet a good seaboat. One that would sit upright, yet without a plate. Even wilder visions — single handers; ocean cruisers. Whoa! The imagination is a wonderful conjurer but prone to overleap itself. There is nothing new under the sun. This had doubtless been tried before and failed, or I should have heard about it.

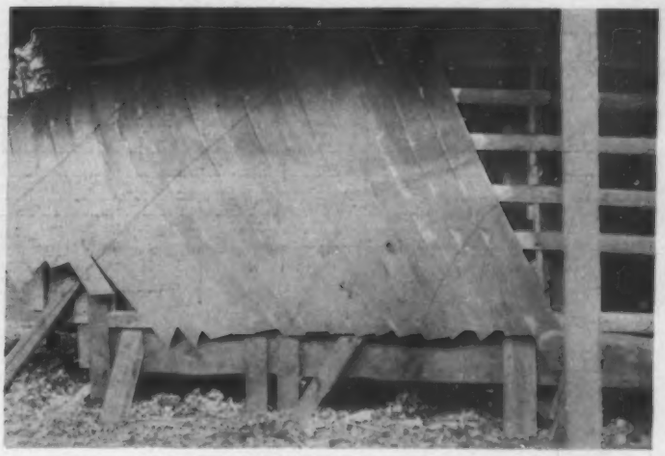
Yet I thought to myself: "There is no reason why I should not tackle the problem afresh. I might go a little further than the last man, and in any case it would do no harm." A suspicion dawned upon me that previous attempts had most probably been half-hearted supplements to a center keel, or to an unsuitable boat, and that the thing to do was to leap to a final conclusion, and work back to the merely possible form.

I mapped out the course to investigate, and after considerable study of the possibilities decided to adapt some suitable design to the two-keel system, as I already termed the scheme, and compare the salient features with standard types.

Two possible sources of troubles occurred to me. Would the hump on the curve of areas caused by the two bulbs on the bilge keels destroy the balance of the ship? I based my judgment upon other bulb fin boats, and thought not, but had no proof. The second point was the draft. When the boat heeled this was slightly increased so that part of the shallow draft of the system was lost. This was inevitable unless further experiment showed that the bilge keels could be smaller. I saw that this feature carried a reward.

When does a boat need her draft? Is it not when she is sailing hard, and this is when she obtains it with the two-keel system. The opposite obtains with the center keel type. Another advantage is the provision of a safety margin. Should such a boat run aground it should render it easy to take her off again. Procedure — throw out the kedge and take the sail off her. This will bring her upright, and reduce her draft. Then push, kedge, or motor off with as little exertion as may be.

The boat in frame.



The inner planking of the double skin.

At any rate, I decided to design a boat with two bilge keels and without a center keel to see what it looked like. Before I could do this I had to make up my mind what I wanted. This was not easy, but eventually I compiled a list of the desirable features. It looked formidable and I undoubtedly aimed high, but I found it rather a relief. I wanted a craft which would:

Be manageable by one man.
Sleep three but accommodate two comfortably.
Allow me to build myself.
Draw not more than 2′ 6″.
Have no center plate.
Take the ground upright.
Sail as fast as a normal cruiser of her size.
Be safe and easy in a seaway, and go to windward in broken water.
Take an auxiliary efficiently.
Be suitable for rivers and canals.
Be easily transported on land.
Look respectable.
Take me where I might want to go, and last until I should be "fed up" with her.

I felt inclined to end this modest litany with, "So help me, God."

Such was my objective. I then took the problem in detail and tried to write down my ideas. I did this because I found it impossible to visualize everything at once; but my only excuse for inflicting the notes upon the reader is that as I found this stage exceedingly difficult, others may be similarly stumped, and so both the method and the result are illustrated. In any case nobody need read it.

SIZE. Twenty-five feet is probably the minimum to give the accommodation with shallow draft, and she need not be a box with this length. As regards handling I believe, without experience, that the man is far more important than the boat, and that in the open any size is possible, the larger the better; but in harbor or confined water, the smaller the boat the easier the game. It is better to err on the small side, but I remembered that the tendency is to use larger and larger boats. Conclusion. About 25 feet, l.o.a.

TYPE. Depends largely upon the cruising ground, and the conditions. I am tied by draft and the investigations I have made, but can play with the displacement. I believe that in the open, sheer weight is one of the most important factors.

OVERHANGS. Moderation should be the keynote, and, for a cruiser, should be the minimum which look respectable and carry out the waterlines decently. The overhangs should not be too bulbous. I am all in favor of the canoe stern, but do not believe that the type of stern matters very much provided that it is well designed and suits the boat.

BEAM. The smaller the boat the greater the beam should be in proportion to length. I would have as much as I could without spoiling the boat, provided that it did not so interfere with other features as to make the whole design inefficient.

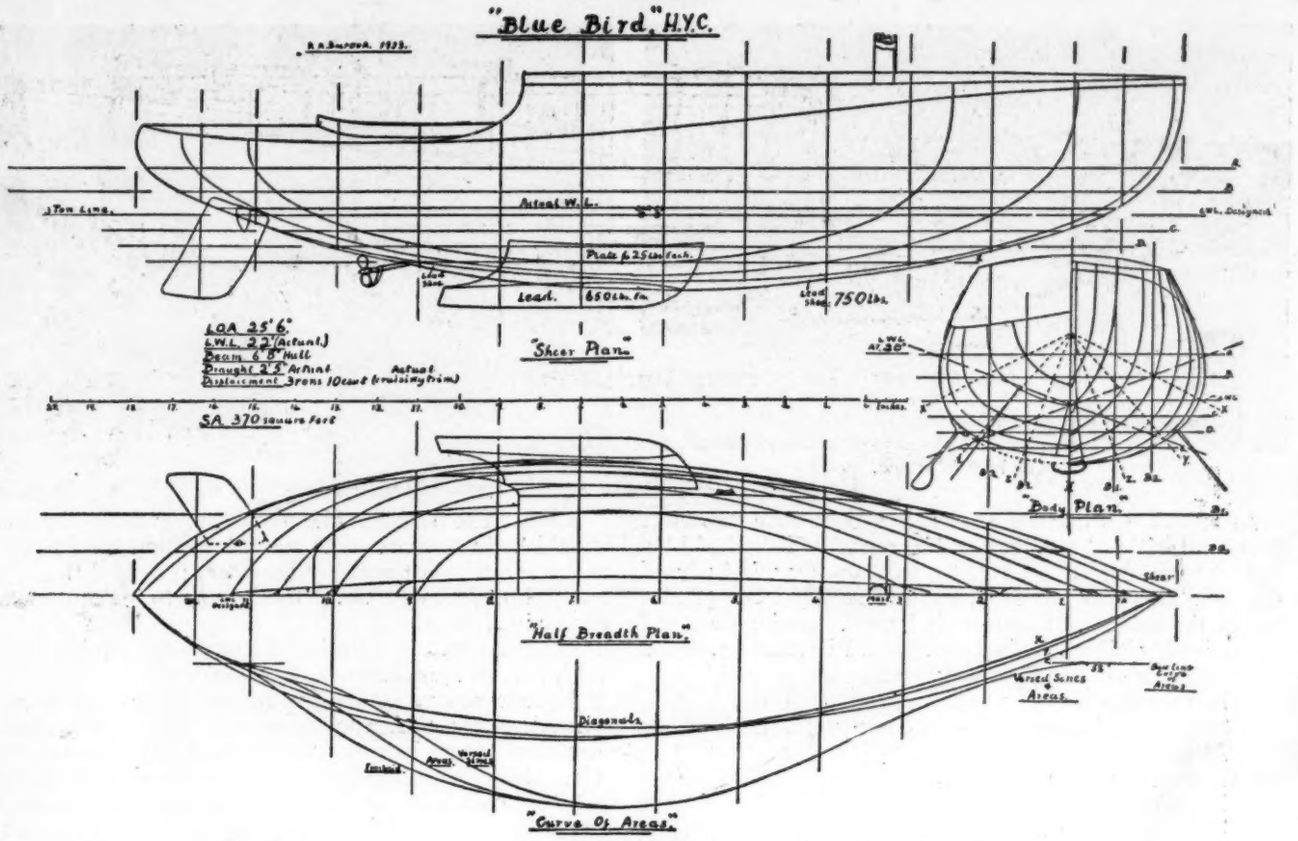
FREEBOARD. For a cruiser I like plenty, and it is most useful at, and just forward of, the shrouds.

ACCOMMODATION AND HEADROOM. Four feet 6 is essential. After that the more the better, but nothing less than 6 feet gives standing room. The minimum length of boat in which 6 feet is possible is about 28 feet with a shallow hull, and 25 feet with a deep keel type. The ordinary cabin top I hate fiercely; not for itself, but for its evil consequences. However constructed there are three right-angle joints. I prefer a raised deck running to the bows with some tumble home amidships to decrease weight and windage. The advantages are obvious. The disadvantages are lack of deck space, and danger in going forward. The latter, however, needs care, anyway. No skylight, but a large hatch, and sidelights. Accommodation should be remembered when designing the boat, but the boat must have first consideration. As a general principle, sacrifice fitments to space, and do not subdivide things without good cause.

COCKPIT. I like a deep comfortable well with free access to the cabin, but think that a self-draining shallow well is correct. If there is an engine a self-draining well makes it very inaccessible, and in such a boat it also is so shallow that it becomes a mere apology. A bridge deck is a nuisance. The deep type is the more feasible, but not so safe.

RIG. I had great debates on this subject, and after

At sea, with the dinghy hauled up on the stern.



Lines of *Blue Bird*.

much doubt decided that a yawl rig would be unnecessary in a three-tonner. The base of the sail plan should be kept within the length of the boat if possible, and a single foresail on a roller is correct for this size.

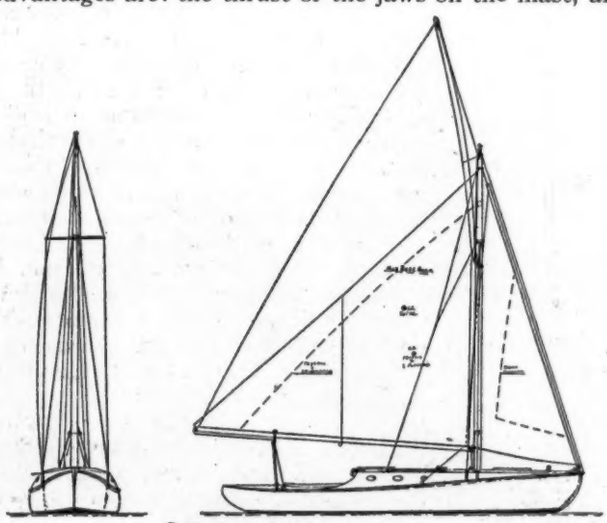
This brings us to the mainsail. I do not like the gaff mainsail. The other possibilities were:

A freak rig, which I think is too risky without some previous experiment.

BERMUDA RIG. I have had no experience with this, but should adopt it in spite of disadvantages if the mast was not required to lower. This turns the scale against it.

MODIFIED BERMUDA. The complications introduced are not worth while in any system I have seen.

GUNTER LUG. This is well tried, very efficient, admits a short mast; hoists, lowers and reefs easily. The disadvantages are: the thrust of the jaws on the mast, and the length of the gaff. On the whole this is probably the best.



Sail plan, showing gunter rig.

ENGINE. This should be provided for in the design. It must, if added, be accessible, and have a feathering propeller. It will be purely an auxiliary in a boat of mine, but unless the engine will drive the boat at 5 knots, I do not think it is worth having.

Thus I viewed these factors, sorted and weighed them, endeavoring as I did so to relegate to the future all the purely detail ideas which suggested themselves as I studied the major problems. The design which resulted from these potted notes, after a modest interval, was substantially the design of *Blue Bird*. One of the reflective pauses followed.

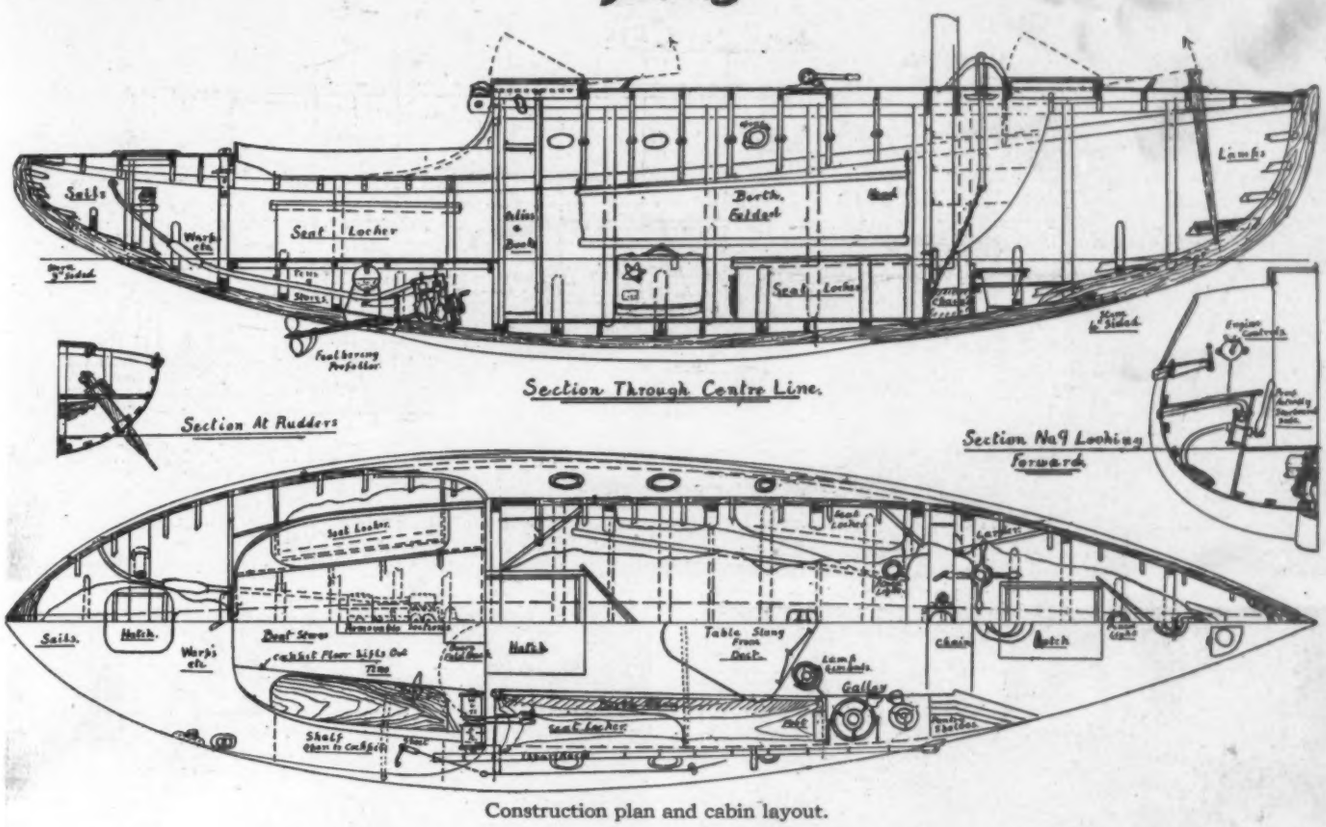
I said to myself: "I am just starting. What I have done has cleared the air, but the great doubt remains. Will it work?"

The next step was to build a model, and test it against the normal type. After that I could check all calculations by experiments upon the model, and generally find out all I could about it.

For the test model I chose *Louise*, slightly modified, but designed for her a deep keel to make her a stiff trial horse for the two-keel boat drawing 2' 6".

In the autumn, with the workshop in action I built the models "bread and butter" fashion, on a scale of one inch to the foot. I enjoyed this, as I had never made proper models before, but I was not surprised to find that it took nearly as much doing as the real thing. A whole evening would be occupied in fitting up a microscopic rudder or some other gadget. I endeavoured to paint them decently, and this took a long time.

It was difficult to obtain reliable results from the test models, but I got a mass of data which helped, and which I recorded. Still, I found nothing greatly to the detriment of the design. The conclusions drawn from the test were the following:



Construction plan and cabin layout.

The model in question has proved: (A) She will hold a steady course which also means that she should lie-to well enough. (B) She holds her course in disturbed water (probably the trial equalled waves of 6 ft.).

She is a cruiser and has been tried against a more extreme type of similar power and has proved practically as fast.

Accommodation, shallow draft, dryness, stability and safety, etc., are all obvious.

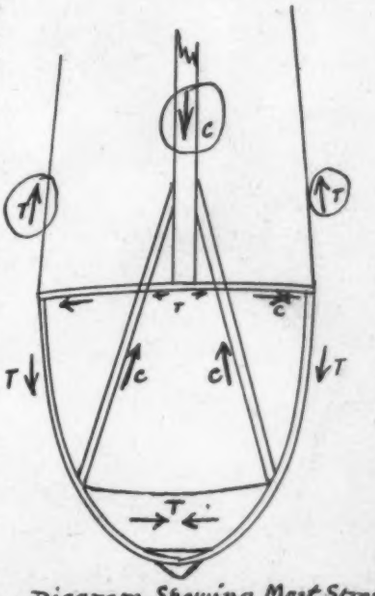
I was pleased to find that the maximum righting force was at 70 degrees. Many of the critics were very impressed by the decided manner in which the boat righted herself from fantastic angles of heel.

Quite suddenly I realized that I had done all that I had planned. I had reached a dead end, and the scientific frame of mind would do no longer. I had found no reason why a boat built on these lines should not work.

What was I going to do about it? I was forced to the conclusion that it was worth trying, but found this an embarrassing situation. The very vital question of ways and means supported the answer to the question of whether I should build her myself, although I knew from previous attempts that home building was by no means so much cheaper than professional building as one might expect.

As a pure side track, for the benefit of others about to plunge into the unknown, I give the conclusions I have formed on this subject.

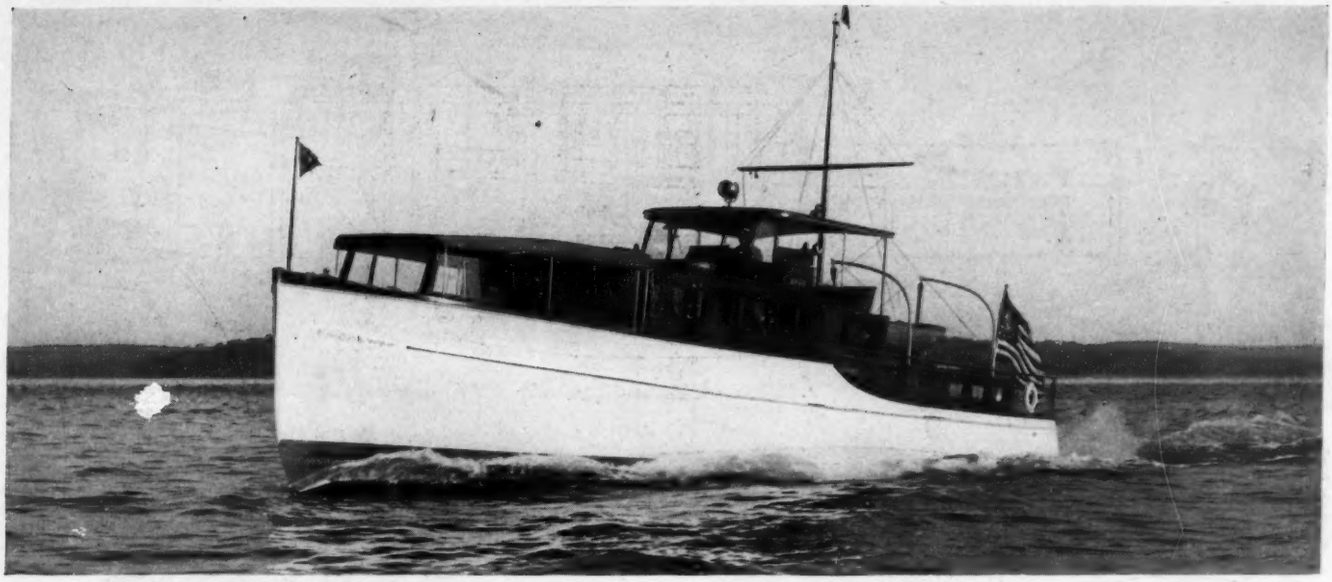
The cost of a boat is about 50 per cent labor and 50 per cent materials. The material costs an amateur more than a professional, and his waste is greater. The amateur has also to provide especially the things the professional always uses (shed, stocks, moulds, steam box, clamps, etc.). If, therefore, the amateur builds a boat for about two-thirds the cost by a good builder he will be about right. This applies to a normal design. A design which a builder is doing regularly will probably be nearly as cheap as the amateur can make it. The more special the design the heavier the professional cost in proportion to the amateur cost. The professional should turn out better work, but the amateur boat should be the more distinctive and original, and the details carried out according to personal preference. Amateur labor is cheap, but if it is not regarded as a pleasure it should not be attempted. Time is an amateur trouble, and the professional boat should be in the water first.

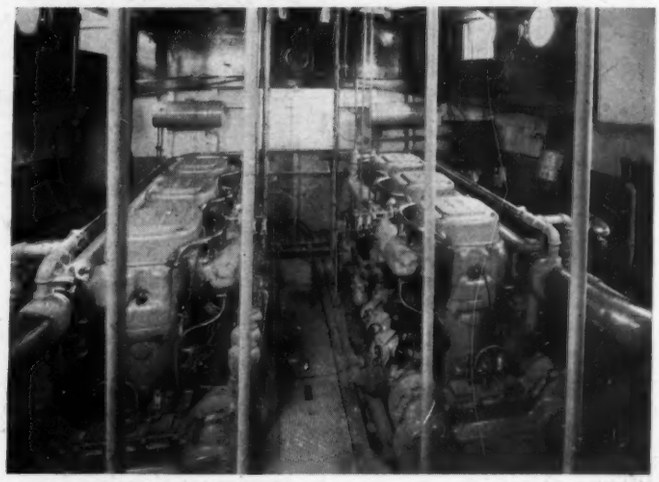


The cost is nearly always greater than the estimate. Small expenses crop up, and the oddments eat up far more than is reasonable. The great trouble is caused by the constant question, "If I do this it will be better, and it is no use spoiling the ship for a ha'porth of tar." The result is inevitable. A slight addition to the expense everywhere. Finally time runs short, and the builder reaches the frame of mind which sees only the end and he ceases to be so hawk-eyed upon the means.

In spite of the drawbacks there is a tremendous satisfaction in building one's self. There must be, for few who have tried it seem to regret the venture, and in many cases also the result is well up to scratch, which tends to prove that it is not as difficult as is generally imagined. Probably the actual building is the easiest part of the task, and when the moulds are set up, and all is well,

(*Continued on page 82*)



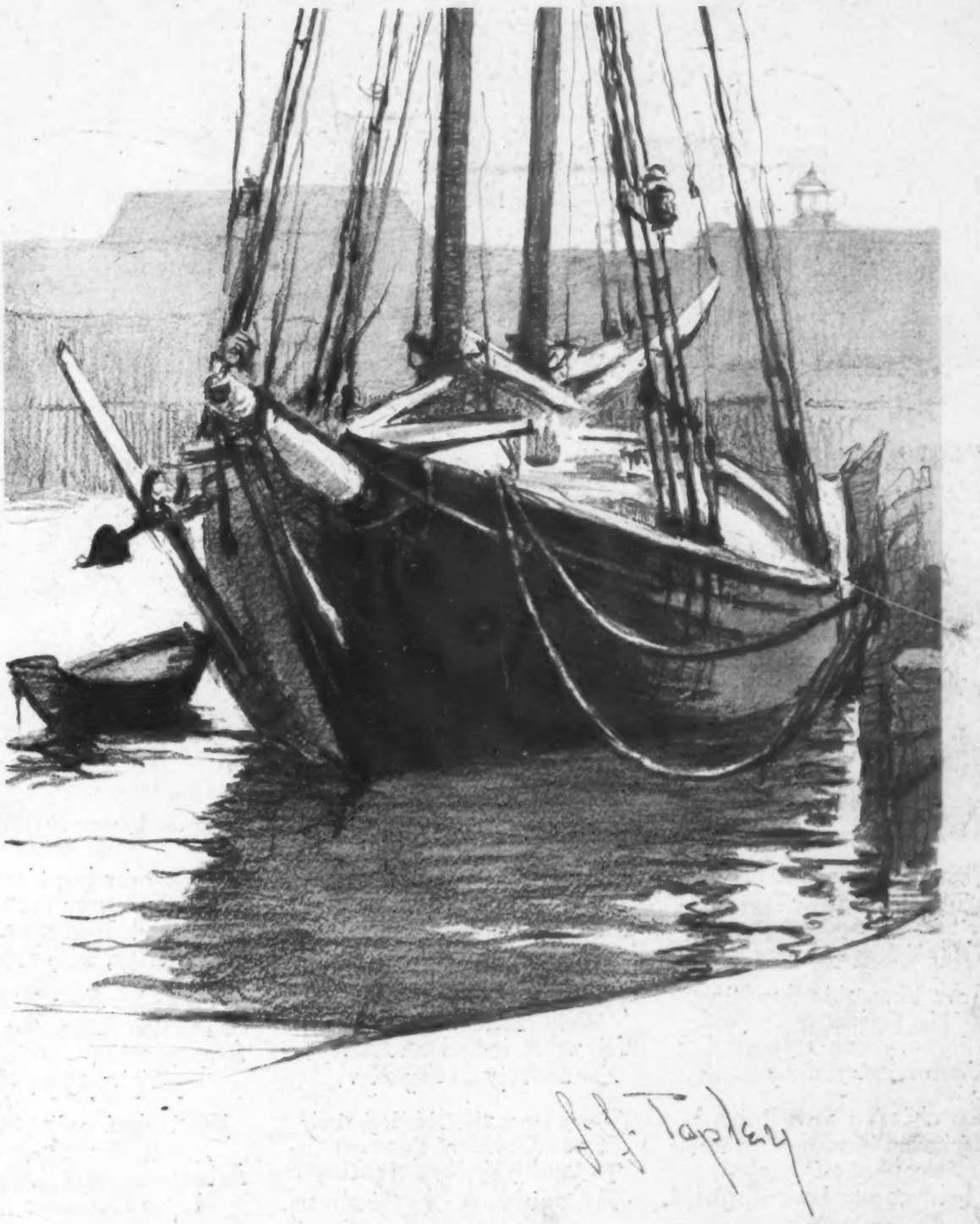


***Argo,* a new 60–footer used for commuting service, from designs by J. H. Wells.**

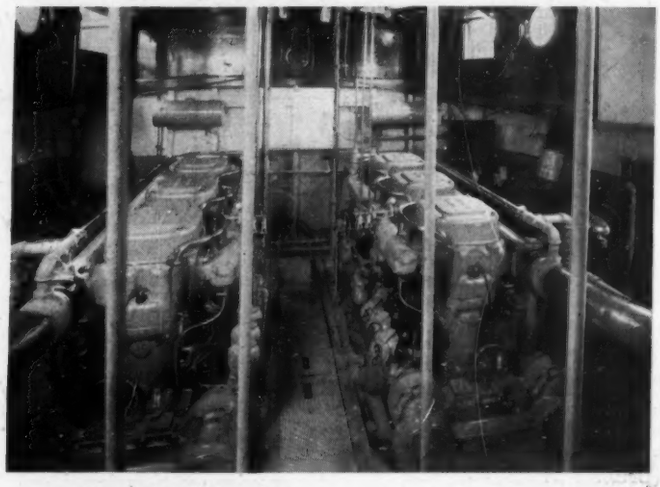
IN the November issue of YACHTING appeared the plans of the 60-foot fast commuting yacht *Argo*, used on Long Island Sound and owned jointly by Mrs. Wilton Lloyd Smith and Mrs. Henry P. Davidson. We are now able to reproduce pictures of this 60-footer in actual service. These show an exceedingly fine looking craft in which every detail was carefully planned for the exacting service required.

Naturally a smart appearing boat, the power plant had to be appropriate and two Dolphin Model 225 h.p. six-cylinder Sterlings furnish the 25-mile speed.

Good taste and harmony mark the arrangement of the cabin, which is forward, opening into a semi-enclosed forward cockpit protected by a glass shield.



Stripped for the Winter.
A fisherman laid up at a Gloucester wharf.



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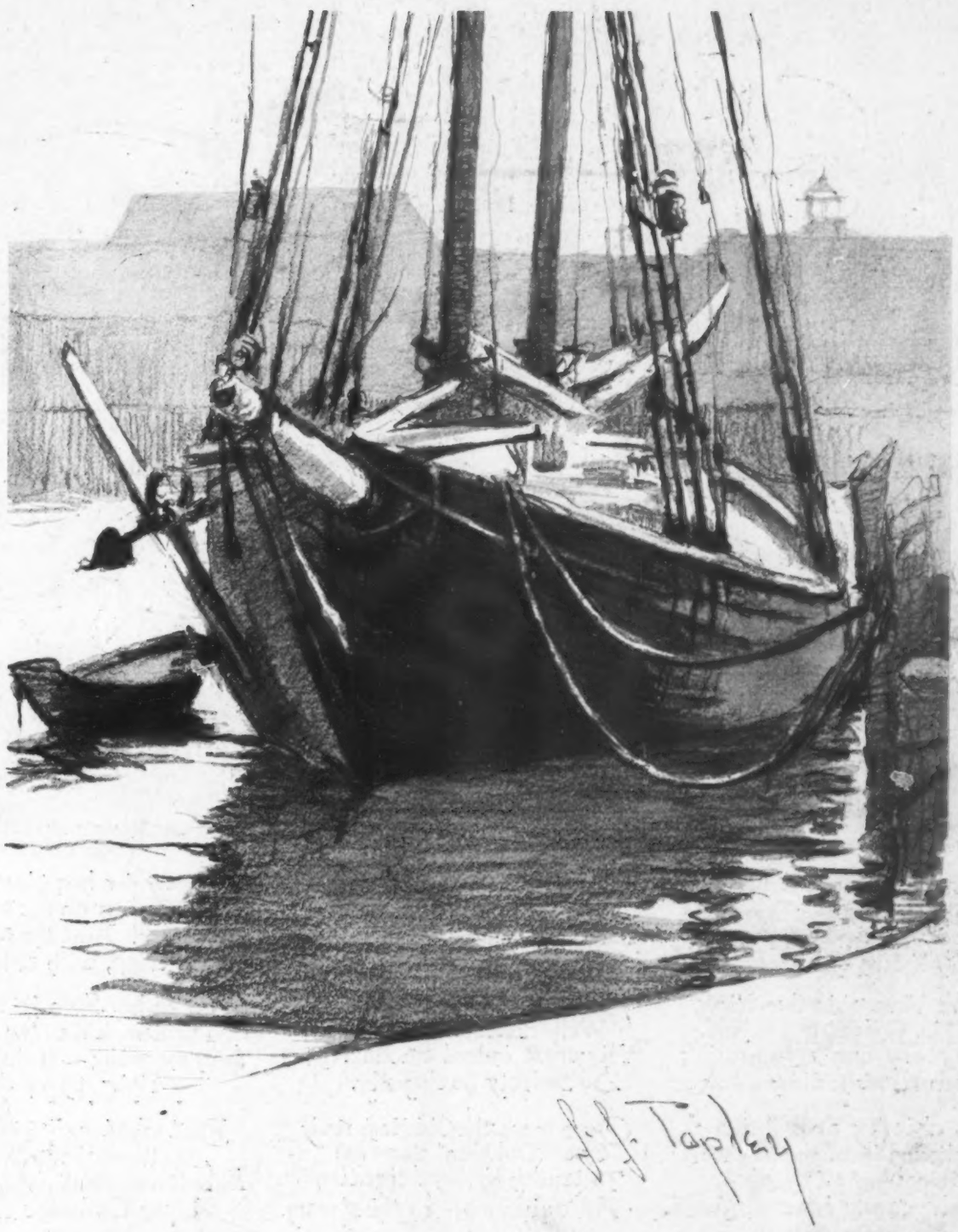


Stripped for the Winter.
A fisherman laid up at a Gloucester wharf.

THE LAUNCHING

Hymned & Limned by H.J. Peck

There is an Ancient Mariner
The Hero of this Rime,
His beard is white & flowing,
He is known as Father Time.

More Venerable than Noah,
The Skipper of the Ark
No History can remember
When first he did embark.

But chiefly as a Builder
He's known throughout the World
His Ships thro' all the ages
Their canvas have unfurled.

Each one's a little better
Than that which went before
Each twelvemonth sees a new one
Take the water with a Roar.

No Herreshoff nor Lawley
With Builder Time can vie
His craft indeed are Marvels,
So swiftly do they fly.

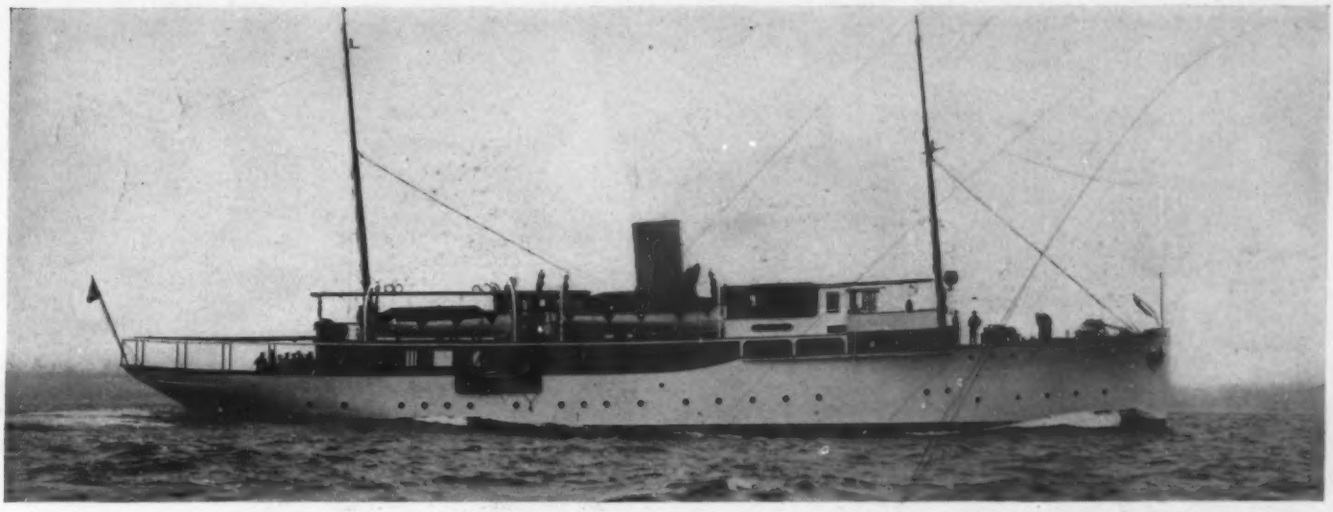
Once more the Old Man's ready
(of all "Old Men" supreme)
To launch his last creation
All quivering, - to the stream.

He hovers oer her, gloating,
She trembles on the Ways:
"My Stars! Aint she a Daisy!"
He cries, with ardent gaze.

And on her Stem he crashes
The Eau de Vie from Heaven
&,-as she slides, - "I christen thee,
Fair 1927!"

But what of 1926?—
She'll neer be spoken more.
A battered Hulk she's lying
Upon Oblivion's Shore.

In Other Words
We wish you a
Happy New Year



Jezebel, a new 170-foot Diesel yacht owned by Thomas L. Chadbourne, which completed last month her maiden voyage from Europe.

The Month in Yachting

Corinthian Yacht Club to Hold Ocean Race to Cape May

LONG distance racing enthusiasts will be glad to hear that the Corinthian Yacht Club of Philadelphia has scheduled an ocean race from New London, Connecticut, to Cape May, N. J., a distance of 220 miles, to start on Saturday, June 26, 1927. The conditions governing the race will be similar to those governing the recent Bermuda Races, and the classes are arranged as follows:

CLASS A: Schooners, yawls, sloops and ketches, not over 70 feet and not under 53 feet overall measurement.

CLASS B: Schooners, sloops, yawls and ketches, not over 52 feet and not under 35 feet overall measurement.

CLASS C: Fisherman type, any rig, not over 70 feet and not under 35 feet overall length.

First and second prizes will be offered in all classes, and a third prize in any class with ten or more starters.

For classification, measurement will be taken to the nearest overall foot. For time allowance, measurement will be taken to the actual overall length in feet and tenths of a foot. Auxiliaries will have their overall lengths reduced by the following propeller allowances: 2 per cent for feathering wheel, 4 per cent for two-bladed solid wheel, 6 per cent for three-bladed solid wheel. Sloops will be rated at 110 per cent of their rating after propeller allowance corrections.

The Committee is Archibald DuPont, William M. Darlington, and George Woodward, Jr., Chairman. Full information may be received from, and entries should be made to, George Woodward, Jr., Chairman, Corinthian Yacht Club, Essington, Pa.

Following are the entries to date:

Quicksilver, W. Watson; *Black Goose*, W. F. Downs; *Sagamore*, E. W. Madeira; *Quita*, G. Woodward; *Savola*, W. S. Ellis; *Tigress*, S. P. Curtis; *Tanya*, N. B. Kelly; *Squaw*, A. T. Baker.

Falcon, owned by R. A. Haynie, won the championship in the new Eagle Class.

Yacht Racing Association of Long Island Sound Championships

THE championship standing in all classes of the Yacht Racing Association of Long Island Sound in which yachts qualified by sailing the required number of races has been recently announced by the Recorder of the Association. The tabulated list follows:

PERCENTAGES OF ALL YACHTS MAKING 15 OR MORE STARTS

N. Y. Y. C. 40-FT. CLASS

1	*Typhoon* — Charles Smithers	.510

LARCHMONT CLASS O

1	*Mirage* — Harold Tobey	.755
2	*Nimbus* — E. P. Alker	.511

N. Y. Y. C. 30-FT. CLASS

1	*Narcissus* — Francis S. Page	.711
2	*Oriole* — S. C. Pirie	.621
3	*Nautilus* — J. H. Ottley	.621
4	*Phantom* — T. J. S. Flint, C. B. Halsey	.584
5	*Minx* — W. C. Atwater, Jr.	.503
6	*Alera* — Howard F. Whitney	.502
7	*Banzai* — Edmund Lang	.500
8	*Blue Moon* — R. R. Martin	.463
9	*Silhouette* — R. H. Amberg	.370
10	*Atair* — Floyd L. Carlisle	.327

20-RATING CLASS

1	*Bob-Kat* — Robert B. Meyer	.71532
2	*Ardelle* — Donald H. Cowl	.71527
3	*Quiver* — Philip R. Mallory	.672
4	*Doress* — Robert Law, Jr.	.659
5	*Grayling* — Junius S. Morgan, Jr.	.429
6	*Alarm* — Hamilton Hitt, Robert Mallory, Jr.	.372
7	*Chances* — W. H. Wheeler, Jr.	.327

SOUND SCHOONER CLASS

1	*Rival* — S. A. Lynch, Jr.	.500

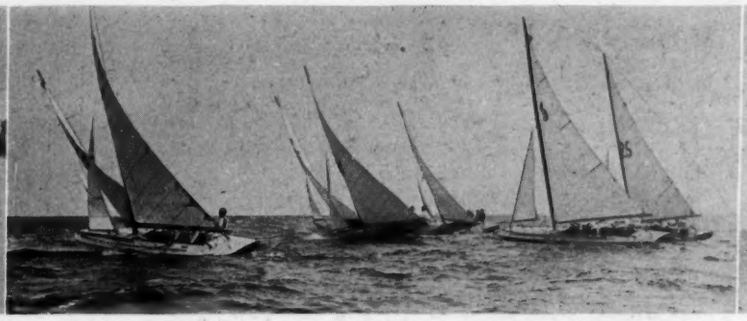
6-METRE CLASS

1	*Hawk* — A. E. Luders, Jr.	.872
2	*Paumonok* — Louis Kenedy, Jr.	.725
3	*Dauphin* — J. M. Hoyt	.710
4	*Romany* — A. J. Barzaghi	.450
5	*Heron* — Frank Hekma	.290

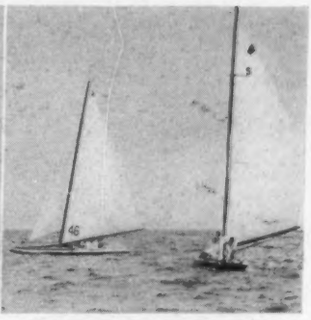
VICTORY CLASS

1	*Black Jack* — T. S. Clark	.877
2	*Gopher* — Walter R. Eimer	.584
3	*Blue Jacket* — James B. Ford	.558

Imp II, a Class C winner.



A close start in Class E, Inland Lakes Regatta, Oshkosh.



Haywire, Class A (left), and *Shadow*.

4	*Otranto* — Hugh W. Jackson, Jr.	.543
5	*Vindictive* — Robert W. Fraser	.517
6	*Avanti* — F. B. Wadelton	.360
Sound Inter-Club Class		
1	*Wee Betty* — G. M. L. LaBranche	.851
2	*Aileen* — J. B. Dunbaugh	.787
3	*Bandit* — Samuel Wetherill	.720
4	*Babette* — J. B. Shethar	.653
5	*Triton* — Bennet Fisher	.628
6	*Twildo* — E. T. Fox	.593
7	*Ginette* — C. B. Alker	.591
8	*Our Gal* — Hobart Ford, Kenneth D. Loose	.572
9	*Pegety* — George B. Gibbons	.551
10	*Lotus* — Spencer W. Aldrich	.511
11	*Orithyia* — A. W. Hicks	.498
12	*Opal II* — C. H. Appleby	.449
13	*Skylark* — George V. Smith	.442
14	*Chinook* — George Lauder	.423
15	*Osprey* — O. M. Mitchell, Jr.	.409
16	*Flying Gull* — Ralph Crow	.394
17	*Chicks* — Henry A. Alker	.300
Star Class		
1	*Irex* — Ernest A. Ratsey	.870
Wee Scot Class		
1	*Orca* — John M. Odell	.530
Per Cent Handicap Class		
	1st Division —	
1	*Young Miss* — L. B. Schwarcz	.631
	2d Division —	
1	*Acadian* — F. E. Raymond	.662
2	*Jane II* — W. D. Williams	.606
3	*Arethusa* — D. C. Stanley	.573
4	*May Queen* — H. D. Savage	.457

Jezebel Completes her Maiden Voyage

ON December 2nd, the 170-foot Diesel yacht *Jezebel*, designed by Cox & Stevens for Thomas L. Chadbourne of the New York Yacht Club arrived at New York on her maiden voyage from Europe, where she was built.

The vessel's log shows that throughout the voyage extremely heavy weather was met, with winds up to full gale strength the greater part of the time. Notwithstanding the heavy weather encountered the yacht made a non-stop run, covering a distance of approximately 5,000 miles at an average speed of 11½ knots. In spite of the heavy and confused seas *Jezebel* was not forced to heave to at any time, and according to those in charge, made better weather of it than did many large vessels that were sighted on the voyage. No damage whatever was reported during the trip. Anyone reading of the weather met by the large trans-Atlantic steamers during the last two weeks of November will find it difficult to believe that so relatively small a vessel as *Jezebel* could have made this trip in so satisfactory a manner.

Fog. From a photograph by Bruff Garrett, taken during a race off Toronto. *Patricia* in foreground. *Bonnie* at left.

The Lake Michigan Eagle Class

THE Eagle Class, which was brought out last year, proved most successful in Lake Michigan waters. Designed by Francis H. Early, of Chicago, and built by a Michigan concern, it is essentially a local class and product.

Six boats were built in the class, the dimensions being: l.o.a. 29′ 0″, l.w.l. 20′ 0″, beam 6′ 6″, displacement 5,750 lbs., with 3,090 lbs. of lead in the keel and a sail area of 440 square feet. They were built to the Universal Rule in Class S, and rate 16.7.

They made their début in the Columbia Yacht Club's annual race to Michigan City, a distance of 37 miles, and they covered themselves with glory. Without having had the opportunity of being tuned up, several of the class entered with a fresh, steady wind from the Northeast. The yachts had a close reach all the way, and the Eagles, trying their wings for the first time, showed remarkably well.

Falcon, the winner in the class, finished fourth on corrected time, only seven minutes behind *Nancy*, Samuel Dauchy's crack Mower-designed R Boat, which took the Universal time prize. The greater part of the season was devoted to racing in their class, with an occasional open regatta to complete the schedule. The most important event was the series of races on August 27th, 28th, and 29th, for the Sir John Nutting cup, won by *Falcon* with 16 points.

The Inland Lakes Regatta

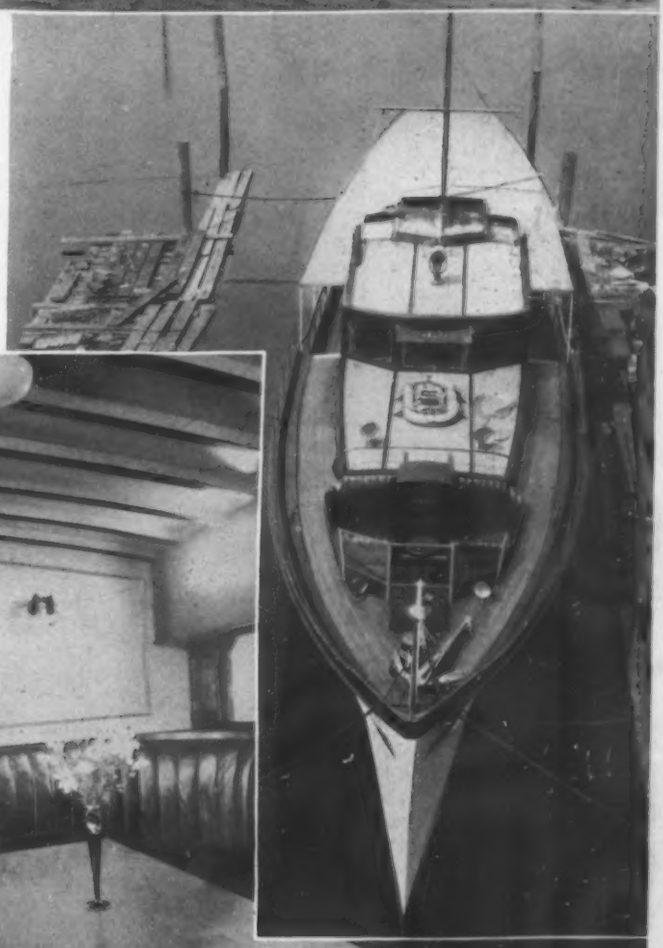
The Twenty-ninth Annual Regatta of the Inland Lakes Yachting Association, held on Lake Winnebago, August 16th to 20th, showed that the popularity of the Inland Lakes Scows is as great as ever. For a purely racing proposition "scows" are hard to beat. The Barnegat

(*Cont'd on page 86*)

New Boats of 1926 Show Many Novel and Attractive Features

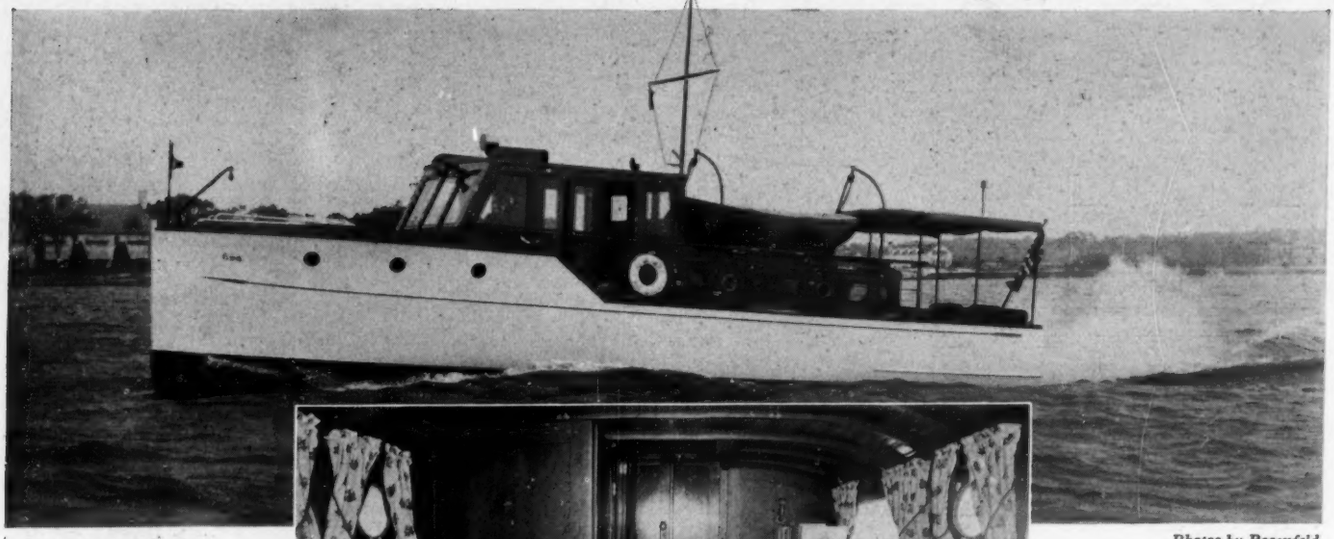
Rosewill, An Express Cruiser of Distinction

ONE of the new yachts of 1926 which, for distinctiveness of design and unusual features has attracted universal attention, is the *Rosewill*, launched late in the season from the yard of her builders, the Defoe Boat and Motor Works, Bay City, Michigan. Her plans were prepared by Hacker and Fermann, for W. C. Rands, Esq. Special features are a large forward cockpit with windshield, a spacious deckhouse saloon and an attractive dining room forward. Her dimensions are: length 83′, beam 15′, draft 3′ 9″.



The dining room under the cabin trunk forward, with companionway leading to the deckhouse saloon, is especially attractive both as to panelling and upholstery. Above. The deck line of Rosewill is particularly sweet, with just the proper amount of flare forward.

We're Here, a Fast and Good Looking 42-footer

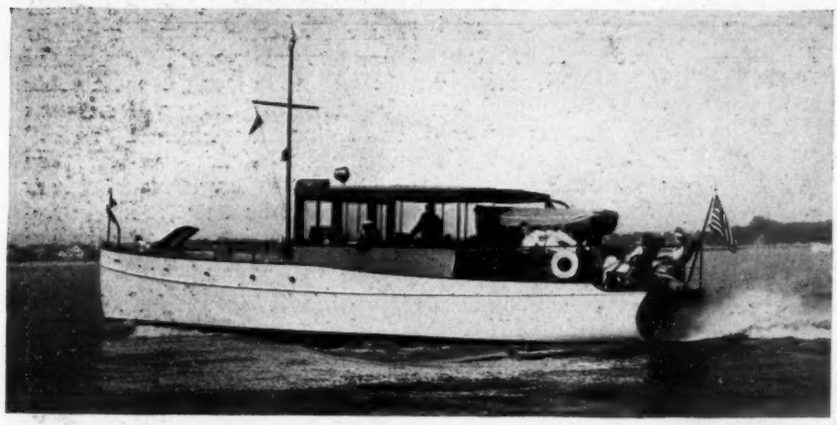


Photos by Rosenfeld

Another of the many new power cruisers of the year is the ***We're Here,*** designed by Chester A. Nedwidek for Paul Cuddihy, of New York. 42½ feet in length, she shows a well-thought-out arrangement both below and on deck. The enclosed bridge makes a fine, roomy living room on deck, while aft there is a large, comfortable cockpit. Her power plant is a 150 h.p. Peerless, which drives her 14½ miles per hour.

Below deck there is a fine cabin aft (to be seen at the left) with upper and lower berths, sleeping four, toilet room, book case, buffet and a large center table. Forward, there is a double stateroom, well appointed and most comfortable. Boats of this size offer much in the way of living accommodations, good speed and seaworthy qualities. ***We're Here*** was built by the Kretzer Boat Works, City Island.

Gordon DeLuxe Specialized Cruisers



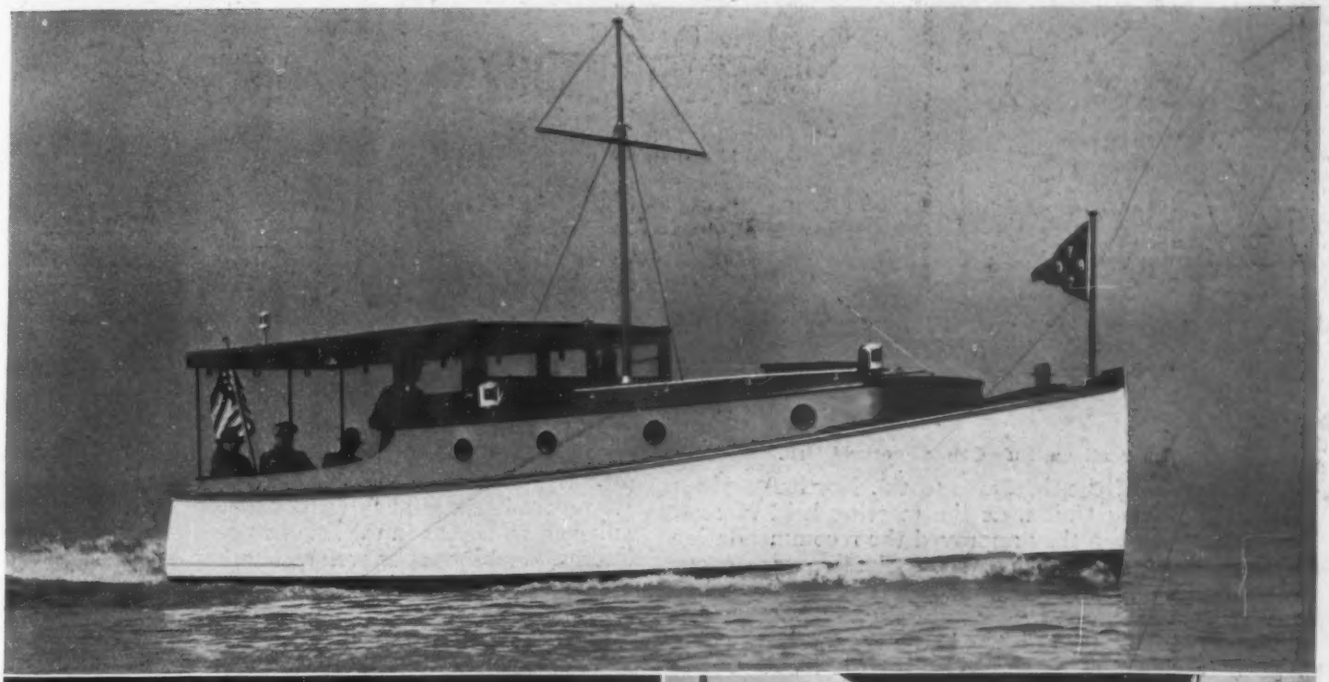
ANOTHER new model which the Gordon Boat Building Company has added to its well-known line of Gordon Deep Sea Cruisers is a fast, shallow draft day boat. This is in reality a small express cruiser and, from her performance, seems destined to become a very popular boat. She has speed, seaworthiness, is "snappy" in appearance, and is practically laid out and moderately priced for fine construction.

Her dimensions are: 28′ x 8′ x 1½′. She is of V-bottom type forward, the lines graduating to a concave underbody aft. There is a forward cockpit, seating two or three comfortably, a cabin sleeping four on spring berths — with full headroom throughout — toilet, lavatory, sink, ice-box, stove, dish locker, and plenty of storage space. There is an exceedingly large and roomy after cockpit, which is protected by mahogany windshield with awning and curtains enclosing it.

Her speed, with a 4-cylinder 55 h.p. Kermath, is close to 18 m.p.h., and with a 6-cylinder 150 h.p. Kermath approximately 26 m.p.h., her underbody having been designed to give as much speed as required according to horse power used. Notwithstanding her shallow draft, she has shown remarkable seaworthiness.

The new shallow-draft day boat, 28 feet long, recently added to the line of Gordon craft. She draws only 18 inches. Above. One of the Gordon 46-foot Deep Sea Cruisers.

A Big Little 28-foot Power Cruiser



THE latest stock cruiser of the Matthews Company, of Port Clinton, Ohio, is a little 28-footer which has just been turned out, the design being very carefully thought out and backed by many years' experience in building power cruisers.

On a length of only 28 feet, more room and living accommodations are to be found in this little boat than in many larger craft. The other dimensions are: extreme beam 10 feet, draft 2 feet 10 inches. Headroom of 6 feet 1½ inches has been obtained without in any way spoiling the proportions or appearance of the boat. In general, the profile and arrangement follow closely the Matthews 38-footer. The self-bailing cockpit is large and roomy and is protected at the forward end by a glass windshield. The cabin sleeps four, the transoms being wide and deeply upholstered. Power is furnished by a 20–50 h.p. 4-cylinder engine. She is, in truth, a big little cruiser.

The main cabin of the new Matthews "28", looking forward. For her size, she offers the maximum in livable accommodations.

Yachting

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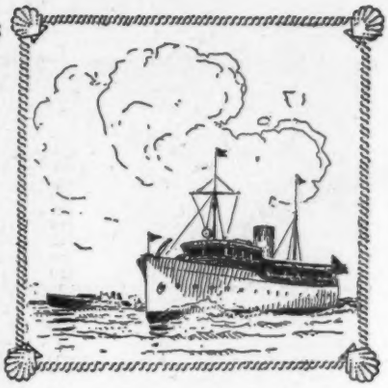
Publisher



Editorial

The International Rule Gets a Foothold Here

THE action of the delegates to the North American Yacht Racing Union, at the meeting held in New York recently, when they approved the recommendation to adopt three International Rule Classes, was, to our way of thinking, a wise one, and one that may have far-reaching consequences. It was not only a step forward, a movement looking towards the bettering and broadening of yacht racing, but at the same time it handled conservatively a very acute question involving our present measurement rule here. But the delegates did not tear down — rather they started to build from the bottom upwards, and upon a firm foundation. Instead of incontinently scrapping the Universal Rule, with which much dissatisfaction was manifest, the action of the meeting lets that rule stand just where it is. The classes provided for under that rule are left just where they were. Anyone can build and race under that rule, as in the past, and thus no harm is done to existing yachts built under the rule. This was wise.

But the meeting did take the first step looking towards the adoption of three new classes for use here, built under the International Rule, the measurement rule in use in all European countries except the United States and Canada. These classes are: the 6-meter, the 8-meter and the 10-meter. We already have a fleet of some 30 "Sixes" here and at least four more have been ordered for next summer since the class was tentatively adopted. Some twelve 10-meter yachts (about the size of our old Class P) have been ordered, and it seems likely that "8's" will be built before the season opens. The new boats will now have to make their own way. If they prove better than the boats developed under our rule, the International Rule will undoubtedly "get the call" for future building, and the old rule may eventually be displaced, but not in a way to make the existing fleet lose its present value. If the boats built under the new rule do not prove what is hoped for them, we will be no worse off than at present.

This is the first step ever made by the yachtsmen of this country, as a body, looking for a broadening of interest in the sport and the adoption of a rule that will allow yachts from every other yachting country to meet on equal terms. Under the stimulus of international racing in small yachts, we believe the adoption of these classes will result in considerable impetus to building. This year will see international racing in the 6-meter class. Next year there is talk of the resumption of racing with Great Britain, probably in the 8-meter class.

There has been considerable discussion in the columns of YACHTING on the comparative values of the two rules. Much of this has been highly technical. Some minor points in the International Rule can be, we believe, improved upon, and a committee from the North American Union is to go abroad this month to confer with those in authority over there looking towards these changes, and will report back. If such an agreement is reached there will then be no bar in the smaller classes to a rule that is International in fact as well as in name.

Under the able guidance of Clifford D. Mallory the meeting itself was of the broadest possible scope. All shades of opinion were heard and weighed, without ill feeling. The result represented the view of the majority of the racing men of the country, and it is fitting that they should have their say in the matter.

Report of Race Committee, N. Y. Y. C.

The report of the race committee of the New York Yacht Club for 1926, which has been published recently, is an unusually interesting and painstaking piece of work. It shows a particularly active season in this oldest of American yacht clubs, with the schooner classes filling as they have not done for years. In the Astor Cup Race for schooners no less than 14 two-stickers started, while eight sloops raced for the Astor Cup for single-stickers. In the race for the King's Cup seven schooners and but one sloop participated.

But one race was sailed this year by the club on the Sound, the Glen Cove Regatta, on June 17th. The Annual Regatta was sailed off Newport, together with a special regatta the following day. Then there was an ocean race from Newport to Marblehead, five squadron runs on the cruise, and a special series of races for the R Class off Newport, Sept. 14th–16th, for the New York Yacht Club Cup. The chairman of the Committee, Gherardi Davis, and the other members, Clinton Mackenzie and Edmund Lang, are to be congratulated on the success of the year's racing.

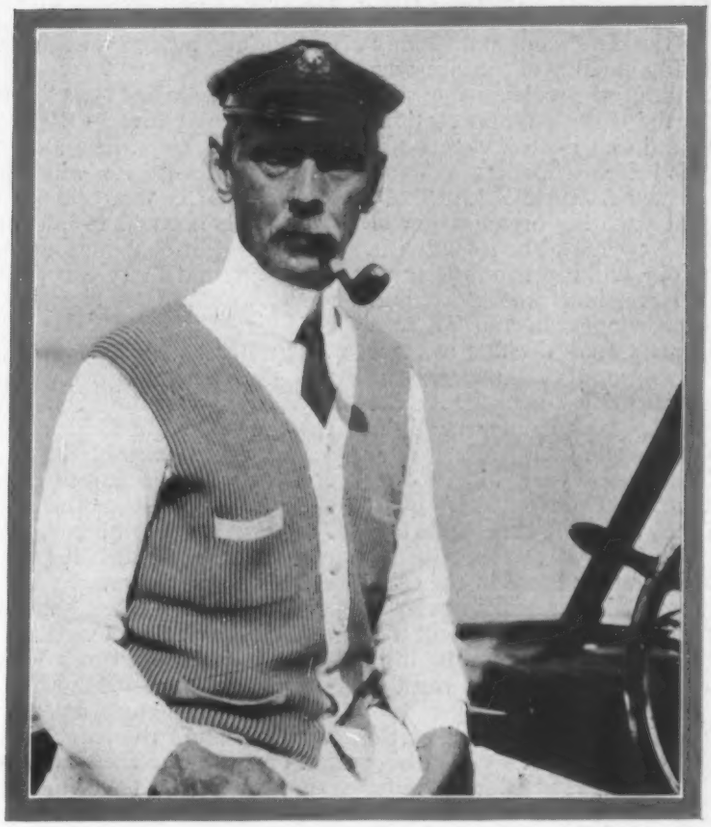
France to Take Up Ocean Racing

The success attending ocean racing in America, and more recently in England, has caused French yachtsmen to sit up and take notice. It looks now as if there will be a long-distance battle on blue water under the tri-color. Fine stuff! The Frenchmen propose to sail this initial ocean race on the Mediterranean, probably starting from Toulon, and turning the Island of Corsica, thence back to Toulon, a distance of some 250 nautical miles.

The conditions of the race may be somewhat similar to those of the Bermuda Race, as those promoting the event have written for our rating formula, time allowances, and the like. A cordial invitation has been extended to American yachtsmen to enter and sail in this race, and any one in those waters at the time would undoubtedly find the race most interesting.

What with the Fastnet race, this event of the French, and our own Bermuda fixture every other year, the blue water sailors should be able to get enough competition.

In the World of Yachting



STUYVESANT WAINWRIGHT

WHEN the love of the sea and sailing really gets into the blood it is usually there for life. In Stuyvesant Wainwright it must have been born in him, for he started sailing boats, and racing them, at an early age, and is still at it, delighting especially in that most strenuous form of the sport, long distance and ocean racing. "Stuyve" Wainwright began his racing career back in the early eighties, in the famous sand-baggers on New York Bay, taking his part in the back breaking shifting of sand bags from one rail to the other as the boat was worked to windward. The first boat he owned, so he tells us, was the "Extenuate." Since then, he has owned and sailed so many yachts that a list of them would look like a yacht broker's catalog. He was the original owner of the N. Y. 30-footer "Cara Mia" and won two championships in the class with her.

He started ocean racing when Thomas Fleming Day promoted the Cape May, and other long distance events for small craft. He owned later the Class P Sloop "Cara Mia" and won the Manhasset Cup in her. In "Mimosa III" he finished second in the Cape May race of 1908, and while he owned her she was raced hard and successfully. His latest yacht is the "Butterfly," a Herreshoff 35-foot waterline sloop. In her he won, and successfully defended for many years, for the American Yacht Club, the famous Brooklyn Ocean Challenge Cup. His other clubs are the New York Yacht Club and the Cruising Club of America, of which he was Commodore in 1926.

What the New England Yachtsmen are Doing

By WILLIAM U. SWAN

THE Boston Yacht Club was 60 years old on November 21st, but as the date came on Sunday and as the regular monthly meeting of the club was a few days ahead of this date, the celebration was planned for December 1st, at the Rowe's Wharf station.

Three score years ago half a dozen Boston yachtsmen who had been sailing fairly good sized schooners and who had heard of the recently formed Atlantic Yacht Club, in New York, started the first yachting organization in New England. Like that of the New York Yacht Club, the birthplace was in a yacht's cabin, and it was on the transoms of the sloop *Violet*, a Herreshoff production and still intact, that Eben Denton, Benjamin and Thomas Dean, and Augustus and Charles Russ decided to start the Boston Yacht Club. Two months later, at the Parker House, the club was formally launched. At the initial meeting yachtsmen were present from outside the city and two from Rhode Island, while John B. Herreshoff was a charter member. The next year his brother Nathanael was elected, but business prevented his qualifying at that time. In 1877, however, the club made him an honorary member.

One of the most noteworthy racing boats in the early days of the club was the famous *Shadow*, another Herreshoff creation and the only American to defeat the Scotch cutter *Madge*. Another was the *Sea Bird*, built by the Pierce brothers, which won 74 first prizes, most of them in cash.

In 1883 Commodore Washington E. Connor of the American Yacht Club sent over a tall cup for yachts over 33 feet in length overall, while Jacob Pfaff offered one for boats under that length. The schooner *Adrienne* won the Connor cup in 1887 and the *Edna* took the Pfaff cup the same year.

In the meantime the club had built a spacious station at City Point and in 1900, by absorbing the Burgess Yacht Club, acquired another one at Marblehead. Three years later the Boston joined with the Hull-Massachusetts after the latter had taken in the old Dorchester Yacht Club. This brought in not only a large list of members, but two additional stations, one at Rowe's Wharf on the city front, and another at Hull. All four are still in use and the Rowe's Wharf station is in commission throughout the year.

The Boston Yacht Club's most notable representative was the famous cup defending aspirant *Independence*, built by Lawley for Thomas W. Lawson from designs by Bowdoin B. Crowninshield. She never won a race, but she scared the owners of the *Columbia* and *Constitution* so effectively that after a thrilling contest off Brenton's Reef she was not given another race. The poor showing of the *Independence* was undoubtedly due to her being practically wrecked while being towed round Cape Cod against a 30-knot southwester, which so opened her plates that she was never a good boat after. She was a flat "sled" and those who saw her great burst of speed in the ten-mile reach back to Brenton's Reef in her last contest against the *Columbia*, in which she practically "took charge," for old Hank Haff could not steer her, were not surprised at the decision of the New Yorkers.

Since the war the club's activities have been confined

(*Continued on page 86*)

N. G. Herreshoff Writes on the Universal Rule

EDITOR OF YACHTING:

I HAVE yours of 2nd in which you ask if I care to write in defence of the Universal Rule. I am sorry I am not gifted in writing, for a good letter in defence of our measurement rule is quite in order.

The present situation appears to me like a bevy of children who, having good toys, have grown tired of them and want a change for no plausible reason. They do not look back far enough and realize what improvements our measurement rule has made in the type of our sailing yachts. Not only better speed for racing, but very much better in cruising and pleasanter to sail under almost every condition of weather.

But there are yachtsmen who have seen the improvement in the last twenty-four years and understand the underlying principles of the Universal Rule, who are not at all in favor of putting it aside.

Comparing the fundamental principles of our Universal Rule and the International Y. R. Rule:—Ours has, as its intention, to measure such elements as are conducive to speed and produce yachts with the least ratio of driving power to size of hull, and (as originally intended) without any restricting proportions, so the designer should have a free hand to make the combination that will give the best results. The British Y. R. A. — now International Y. R. Rule — is founded on the best examples of yachts in Great Britain at the time it was formulated, and the relations of the elements of design are tied up in such a way that it is difficult to design a poor yacht, and the designer has but little opportunity to differ or improve on the type of yachts then existing in Great Britain, which are quite excellent.

Which fundamental principle is best for a progressive American to follow?

I have read that objections to our rule are: that it is practically a Sail Measurement Rule, and, also, it does not give credit for desirable freeboard. With the present restriction in the formula, of displacement to a function of L. (length), it can be just as well called a Sail Measurement Rule, *with restrictions*. But that need not condemn it. As to freeboard, it *may* be desirable to formulate a credit element in our rule, and it is just as easy to incorporate in the Universal Rule as in the Y. R. A. Rule.

Our Universal Rule has endured for a period of twenty-four years with but some minor changes in the method of getting at the three fundamental elements. These have come about after practical use. They are not so great as I expected might occur when I originally conceived and formulated the rule, in about 1898, in the form it was given to the New York Yacht Club in 1902.

My observations of the working of the Universal Rule are: that it can be made still more perfect by some further changes in the methods of determining the fundamental elements, and I have already formulated these changes, which I hope to see put into practical use and tested before many years.

NATHANAEL G. HERRESHOFF.

Coconut Grove, Florida,
December 7, 1926.

Miniature Racing Yachts Built by Toledo High School Pupils

By ALVIN M. YOUNGQUIST

INTEREST in yachting is increasing, and the building and racing of model yachts undoubtedly give many their first contact and experience with sailing craft. The young sailor of today is the yachtsman of tomorrow.

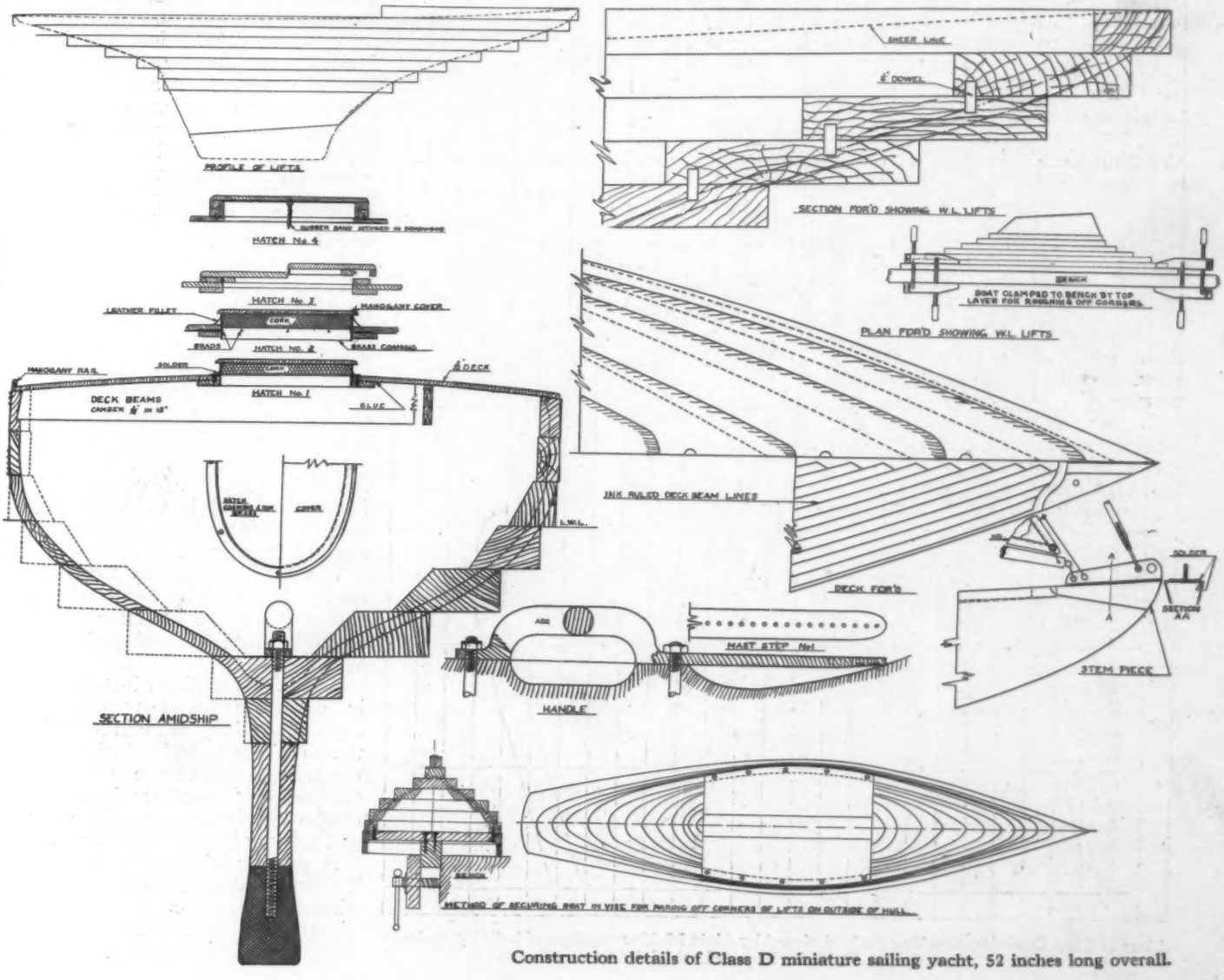
Toledo, Ohio, has a growing model yacht club, whose members and active participants are mostly students of the M. R. Waite High School. This was made possible by the encouragement and guidance given to miniature boat building in the Department of Industrial Arts. Twelve one-design boats have been completed and there is every prospect of many more being built next year. The other high schools of the city are also taking up the sport and have begun building from the same design. Keen school rivalry is anticipated.

The design is for a Class D model, according to the classification rules of the Model Yacht Racing Association of America. When completed, the models are carefully weighed and measured, and the exact rating determined, the data for which is entered on a measurement certificate and filed with the secretary of the club. The form of the measurement certificate is shown herewith.

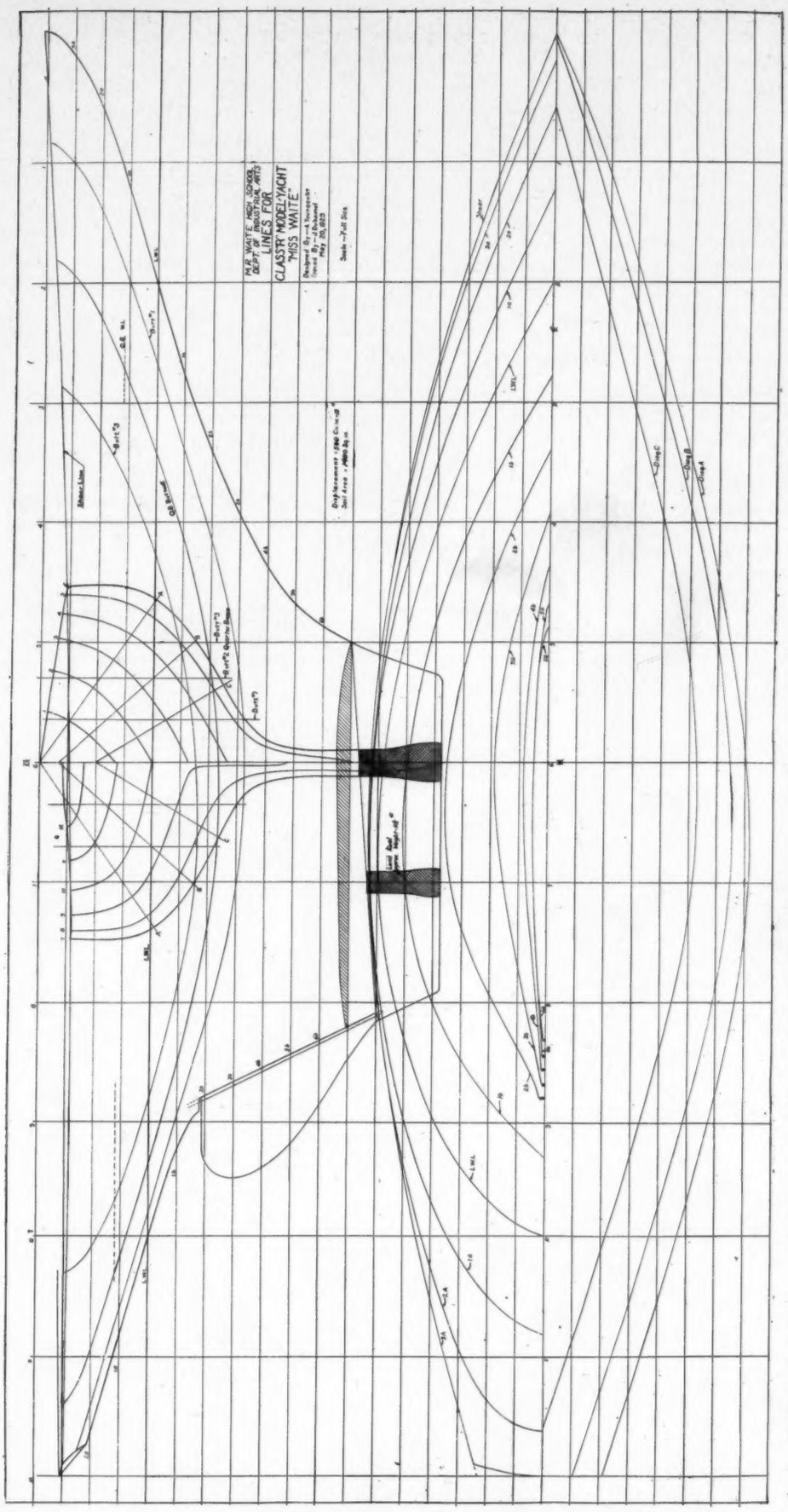
The building of these models accurately, as they must be built, is considered an excellent school project. The finished product represents activities in the drawing room, wood shop, pattern shop, foundry, sheet metal department, machine shop and sewing class.

The yachts shown here are a part of the Waite "fleet" produced in the Department of Industrial Arts. The average cost to the boys per boat is about twelve dollars. These boats are 52" long and 82" from top of mast to bottom of keel. They are a convenient size for transporting and are well within the ability of the average high school boy to build. The performance of these models in racing has been excellent.

The hulls, of best grade seasoned white pine, were made in the wood shops, each water plane or "lift" being exactly 1" thick, cut accurately to the shape of the designed water line. The termination of each lift gives the correct outline of the boat. The inside is also cut out roughly to minimize the gouging required after it is glued. (See drawings.) A dowel at each end is necessary to fix the centerlines. Glueing up is a most important step and demands first a careful trial clamping. A waterproof



Construction details of Class D miniature sailing yacht, 52 inches long overall.



Lines of Class D miniature sailing yacht designed by Alvin M. Youngquist and built by students of the M. R. Waite High School, Toledo.

glue is used. The walls of the hull are about ¼" thick (⅛" minimum) when completed; the deck, ⅛". The weight of the hull without keel and fittings is between five and six pounds.

The keels, of lead, were molded and cast in the school foundry, and machined and tapped in the machine shop. The average weight of the metal keels is 11½ lbs. The keels are bolted through the deadwood, or wood portion of keel, with ¼" bolts. A handle for carrying is fitted to the bolts. Access to the handle is through a hatch in the deck. Four types of hatches have been developed: two with brass coaming and wood and cork cover; one with wood coaming and cover secured by a hook and elastic band; and one, a sliding wood hatch. These are shown on the accompanying drawings.

The fittings — rudder, quadrant, turnbuckles, hatch rim, mast step, mast-slide, nose piece, gooseneck, cross-trees, traveler, etc., are of brass, lacquered bright or nickel plated. Most of the fittings were made by the boys at Waite; in some cases all of them. A few of them were custom made in England, where model yacht building is an extensive fine art. These were used as samples. However, considerable originality was exercised in the making of fittings, which resulted in improvements and gave variety.

The mast is so fitted as to be readily shifted an inch or two fore and aft so that the relative position of the center of effort of sails with respect to the center of lateral resistance of the hull will give the proper balance for the best sailing conditions. The mast step may be fitted on deck as shown in Figure 3. A more satisfactory method is to allow the mast to pass through the deck as shown in the drawing.

The material for the sails is a special light-weight Long Island cotton yacht drill. They were sewed by the girls' sewing class at Waite.

The boys are given instruction in correct nautical terms and expressions, in yacht handling, in the simple technical principles of the design, and in the rules and courtesies of yacht racing. The results have been very satisfactory and a lively interest developed.

A display of these models in Toledo's leading department store windows has attracted a great deal of attention and comment, and many trophies have been given by

business men for the best workmanship and finish, and for the winning of races. Yachtsmen of the Toledo Yacht Club have particularly encouraged these embryo yachtsmen and have invited the boys to feature their races at all major yachting events of their club. The Model Club hopes to develop a boat fast enough to send East to enter in the elimination races for the annual International Model Races with England.

(*Continued on page 90*)

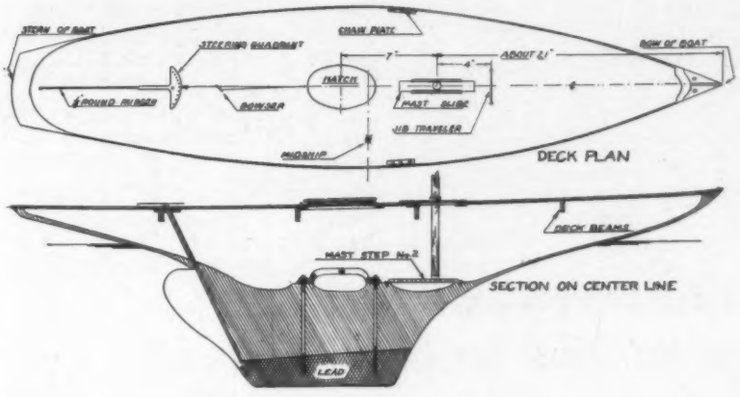


Fig. I. Deck plan and lead keel.

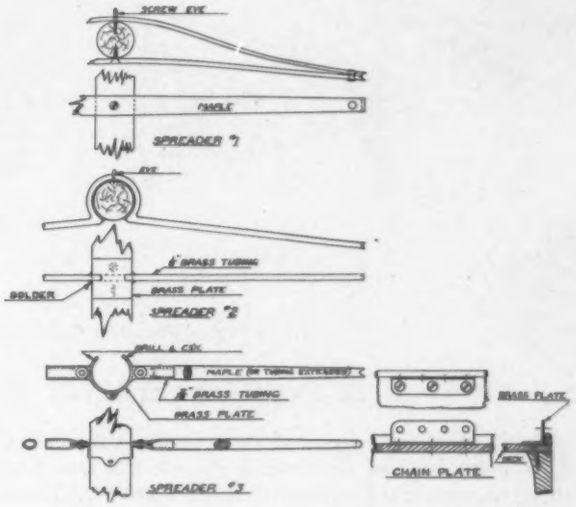
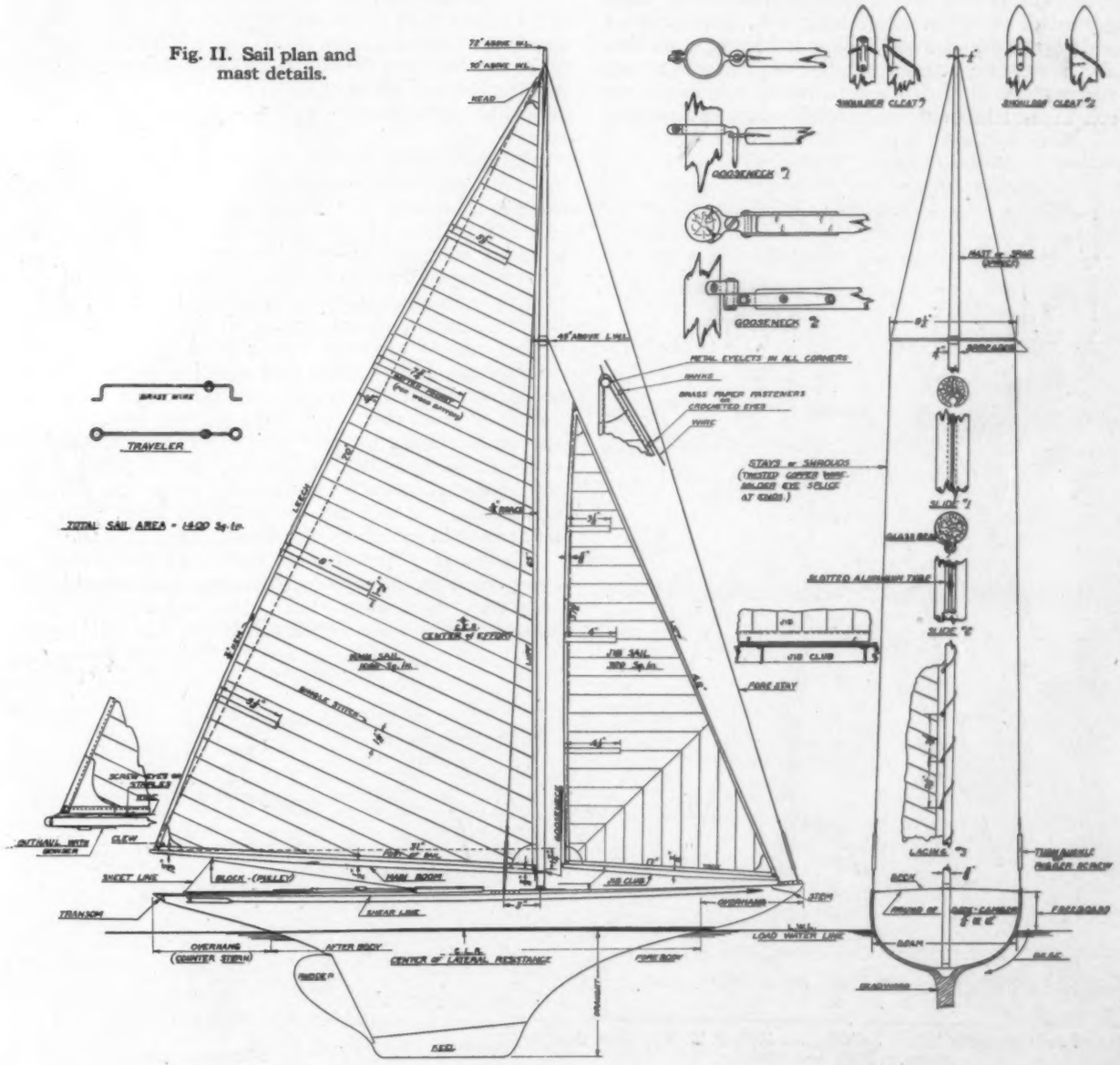
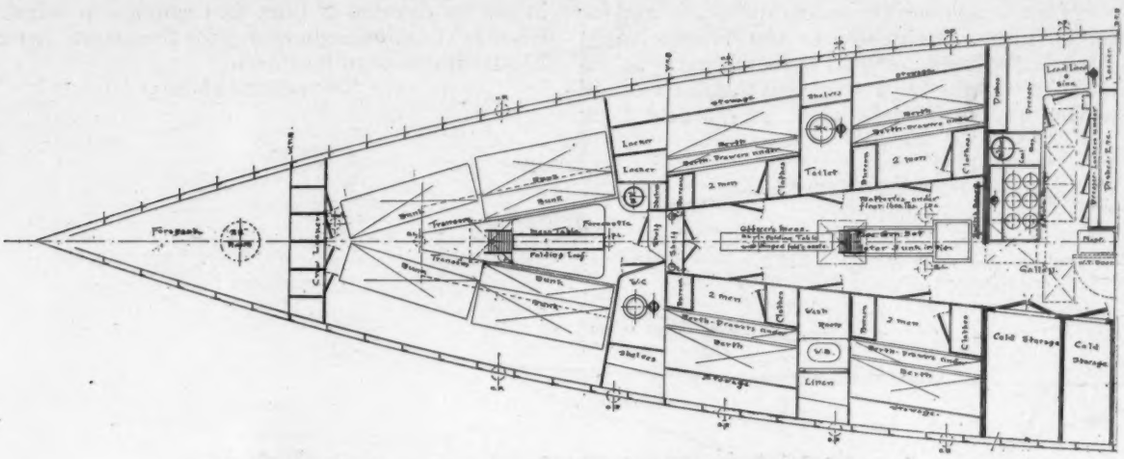


Fig. II. Sail plan and mast details.





Officers' and crew's quarters of new 23-meter racing yacht building here.

A New 23-Meter Boat Building for Next Season

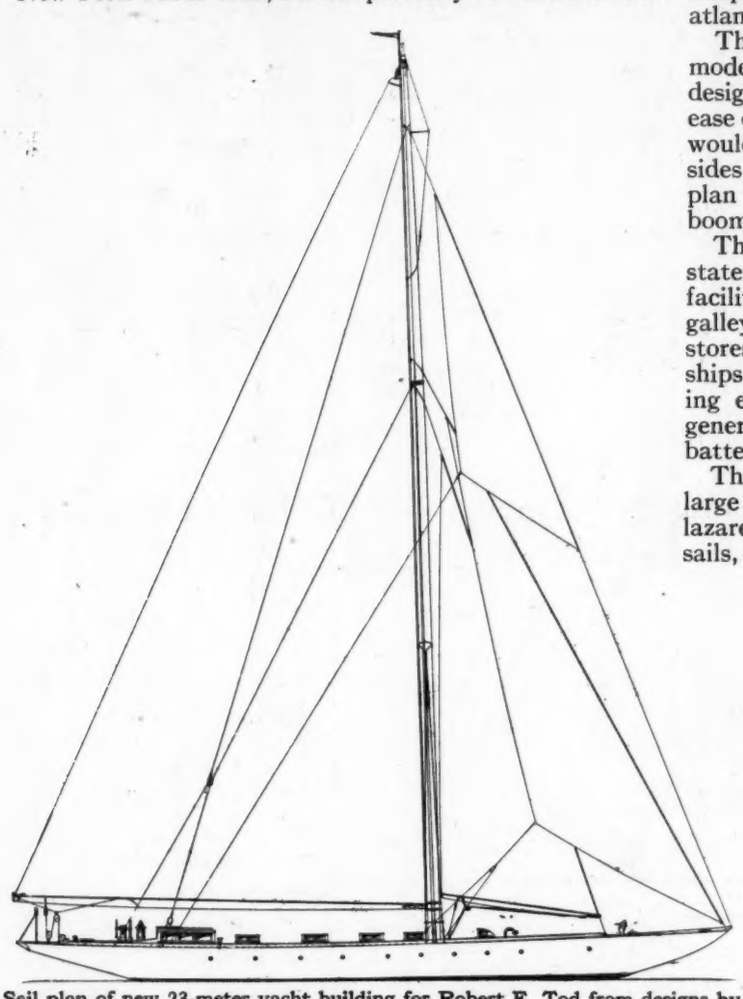
ONE of the largest and most interesting racing sloops conceived in this country since the building of the three America's Cup candidates *Resolute*, *Vanitie* and *Defiance*, in 1914, is now taking form in the famous yacht building yard of the Herreshoff Mfg. Co., Bristol, R. I. She was designed by Burgess, Rigg & Morgan, of New York City, under the International Rule, and will rate in the 23-meter class. Built for a prominent member of the New York Yacht Club, she will probably race in American waters during the season of 1927, and in 1928 journey to England on her own bottom to try conclusions with the big sloops *Britannia*, *Lulworth*, *Shamrock* and *White Heather*.

The following are the dimensions of the new craft: l.o.a. 111.7 ft.; l.w.l. 75 ft.; beam, 20 ft.; draft, 13.6 ft.; displacement, 106 tons; sail area, 7,000 sq. ft. The built-up hollow mast, 150 feet long, will have a 13 ft. removable head, permitting passage under the Brooklyn Bridge, and making it adaptable for a shortened rig for the contemplated Transatlantic trip.

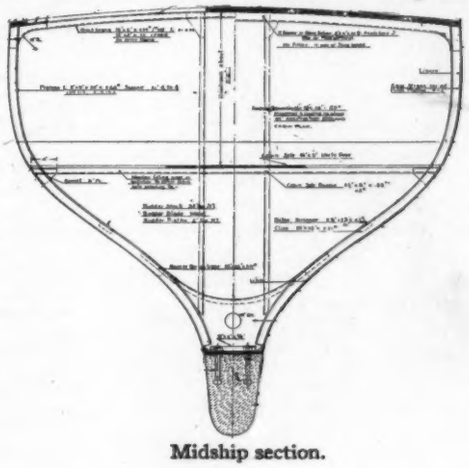
The lines show a boat of good freeboard, easy sheer, moderate ends and a well modeled hull in every way. The designers believe that the sloop sail plan will make for ease of handling, and require several less in the crew than would a modern racing schooner of the same size, besides being considerably faster. The base line of the sail plan is remarkably short, with no bowsprit, and main boom extending about even with the counter.

The crew's quarters forward consist of four double staterooms, four berths, and excellent toilet and locker facilities. Abaft the crew's quarters is an athwartships galley of good size, with large ice box and stowage for stores. A small auxiliary motor will be installed amidships abreast of the staterooms, the propeller shaft being easily removable for racing purposes. An electric generating set will also be installed here, with storage batteries placed under the floor.

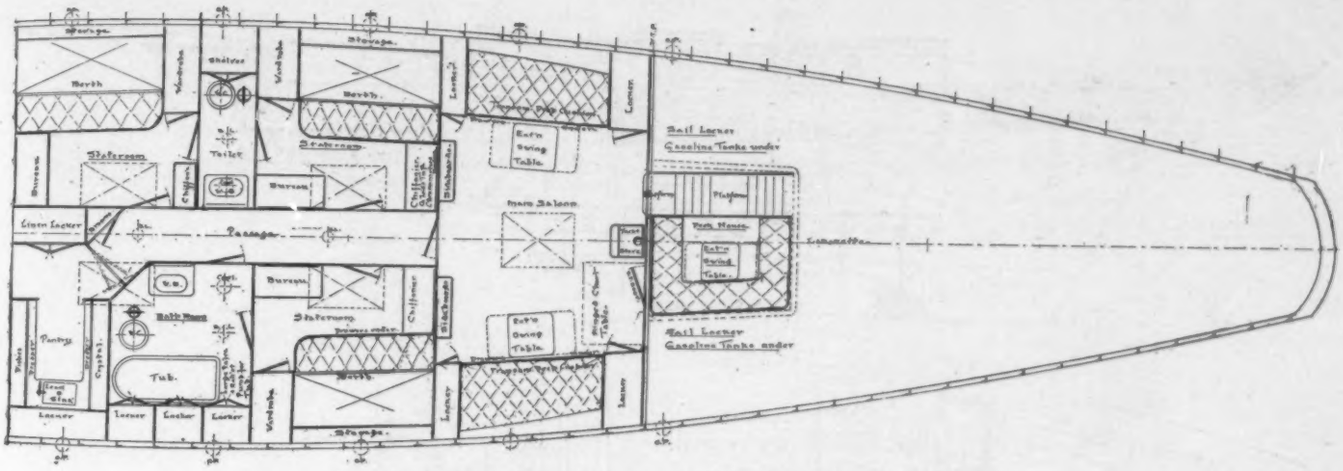
The owner's quarters aft consist of three staterooms, large main cabin, and bath room, abaft of which is the lazarette, containing fuel tanks and storage space for sails, etc. The main cabin will be used as a dining saloon.



Sail plan of new 23-meter yacht building for Robert E. Tod from designs by Burgess, Rigg and Morgan.



Midship section.



Owner's quarters of new 23-meter yacht for Robert E. Tod.

The Savage 26-Footer

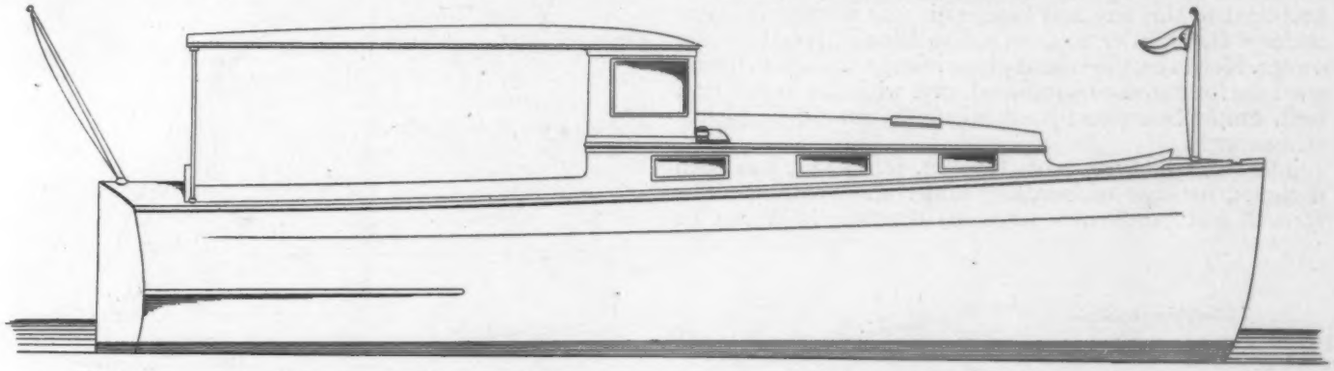
THE Savage Boat and Engine Co., of Boston, Mass., will shortly go into production on a standardized small cruiser which is sure to attract a lot of attention. The accompanying plans show a neat little 26-footer of 8 feet beam and 24 inches draft, with a permanent top over the spacious cockpit. The main cabin will have upper and lower berths for four people, with toilet room forward, galley aft on the port side and a large hanging locker opposite. A large refrigerator will be placed under the after athwartships seat in the cockpit.

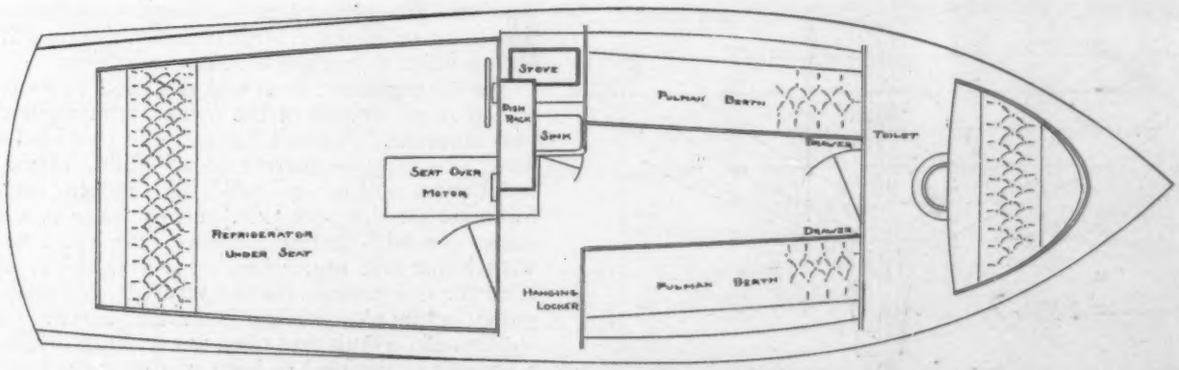
The construction will be first class in every respect, the specifications calling for oak frames, mahogany planking finished bright, copper and brass fastenings and fittings, etc. A Buda light six motor will furnish the power.

Class Q at Marblehead

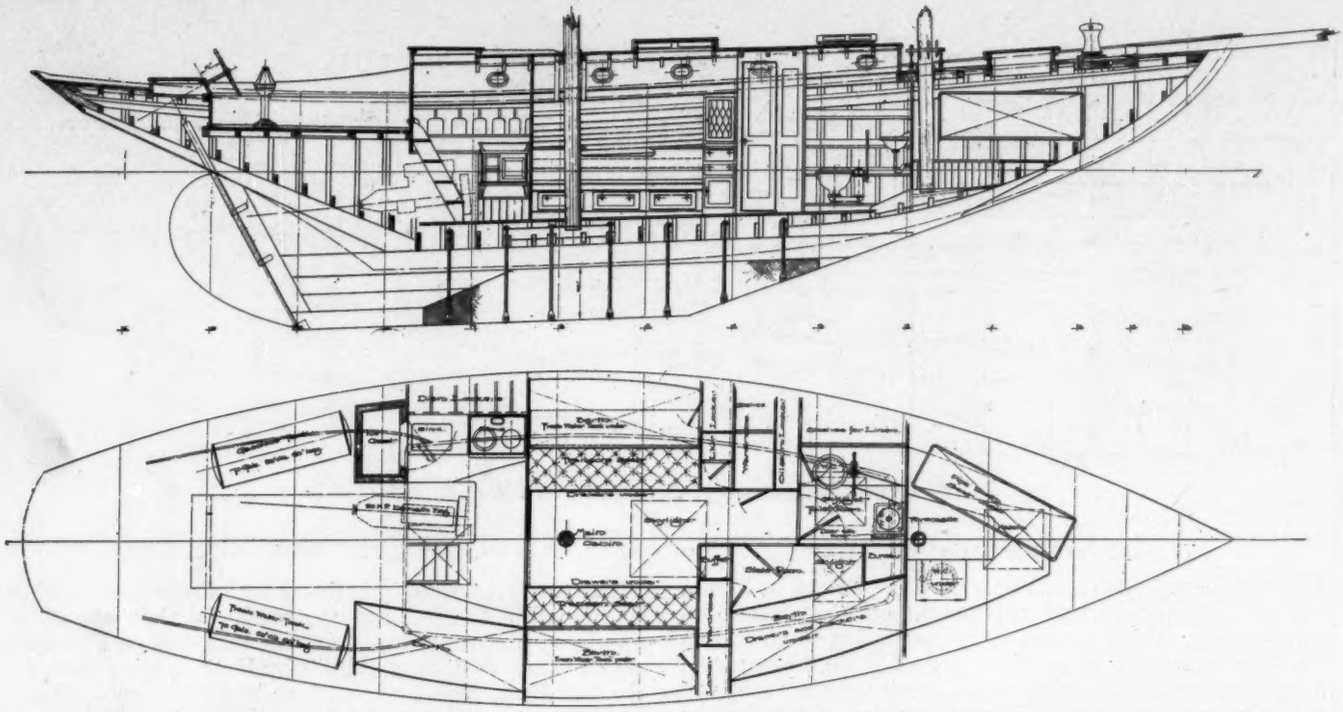
CLASS Q is evidently in for an active season at Marblehead in 1927. A newcomer will be the *Sally XIV*, owned by Lawrence Percival. She was designed by Burgess, Swasey & Page, and built by F. D. Lawley, Inc., for the late H. L. Bowden, and bought by Cornelius Wood, who transferred her to Mr. Percival. She resembles closely the *Hornet*, which won the championship last year.

Caleb Loring and Charles Cotting have deserted Class S and bought *Sally XIII* from Mr. Percival, while George E. McQuesten has purchased the *Nor'easter III* from Grafton Smith. Other Class Q boats which will be raced next season include Robert Amory's *Leonore*, E. M. Abbott's *Falcon*, I. R. Edmond's *Hawk*, Grafton Smi'sth *Nor'easter IV*, B. D. Barker's *Hornet*, R. C. Watson's *Sou'easter* and Sherman Damon's *Nituna*.





Plans of a 26-footer, designed by the Savage Boat and Engine Company.



Accommodation plan and inboard profile of 33-foot waterline auxiliary schooner designed by C. D. Mower and building at the Dauntless Shipyard.

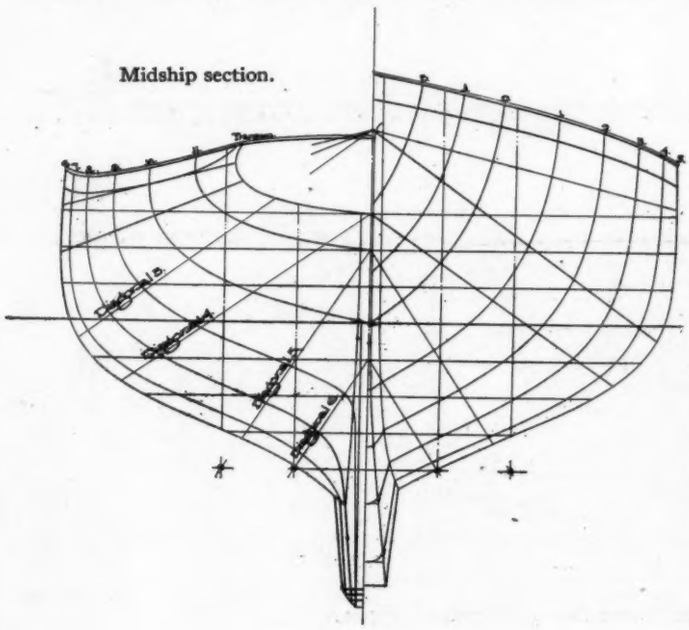
A 46-ft. Cruising Schooner

THE accompanying plans show a husky cruising schooner from the board of Charles D. Mower, naval architect of New York City, which is now under construction at the Dauntless Shipyard at Essex, Conn. She is 46 ft. overall, 33 ft. waterline, 12 ft. 9 in. beam, and 5 ft. 10 in. draft. The draft is somewhat less than usual for a keel boat of this size and type, as it was necessarily kept under 6 ft. in order to meet a condition imposed by the owner. However, the lateral plane is large enough to insure good performance to windward, and with the heavy iron keel, ample beam and hard bilge, she should be plenty stiff enough.

The rig, which contains 1095 sq. ft. of sail, has been designed for ease of handling under all conditions. The foresail and jumbo are large, so that the boat can be worked well under these two sails in squalls or stormy weather. The mainsail is thus kept to moderate proportions for a schooner. A large fisherman's staysail will liven her up when sheets are eased for reaching.

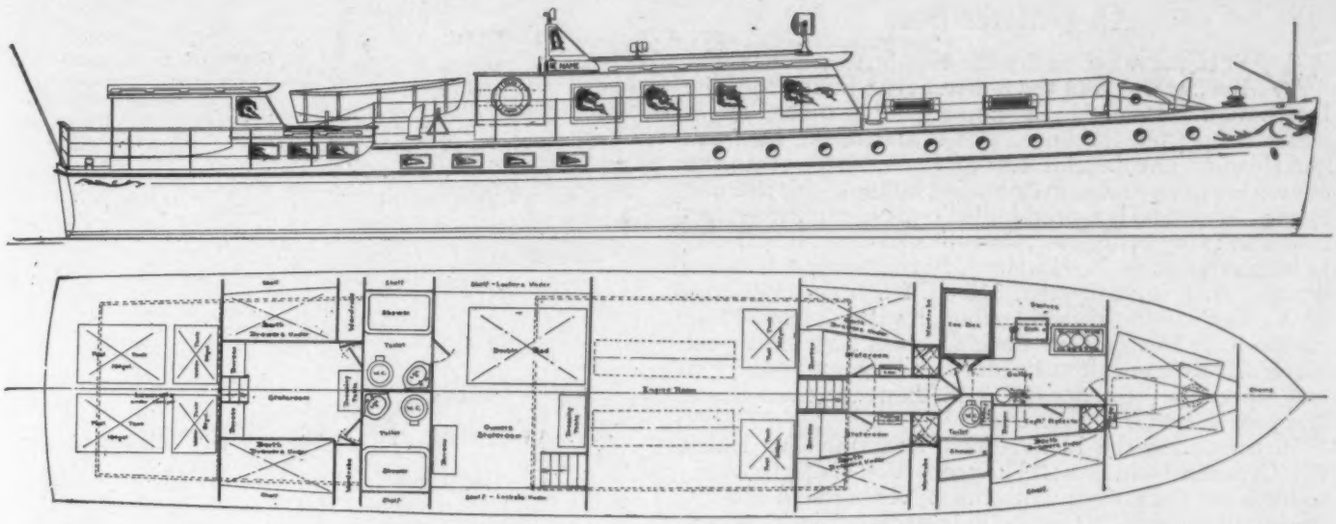
Sail plan of Mower 33-foot waterline schooner.

Midship section.



The arrangement plan was designed to meet the individual requirements of the owner, who regularly cruises "all amateur." A small forecastle is provided for a paid hand who may be carried occasionally. There is a large toilet room and several full-length lockers just abaft the foremast on the port side, and opposite is a fine single stateroom with bureau, dresser, etc. The main cabin, with lower and upper berths, is amidships. Abreast of the companion steps, on the port side, is a well-appointed galley, while to starboard is another berth.

She will be built and tried out without auxiliary power, although provision has been made for the installation of an auxiliary later on if the owner should feel so inclined.



Plans of a 72-foot fast cruiser from plans by Leonard M. Richards.

A 72-Foot Fast Cruiser

A FINE example of the "fast cruiser" type of power driven craft is shown in the accompanying plans of a 72-footer designed by Leonard M. Richards, of Philadelphia. She is somewhat different in appearance from the conventional boat of this type, due to the raised deck extending farther aft than usual, resulting in more room within the boat and more deck space. The profile has been carefully treated, resulting in a craft which is decidedly "easy on the eyes."

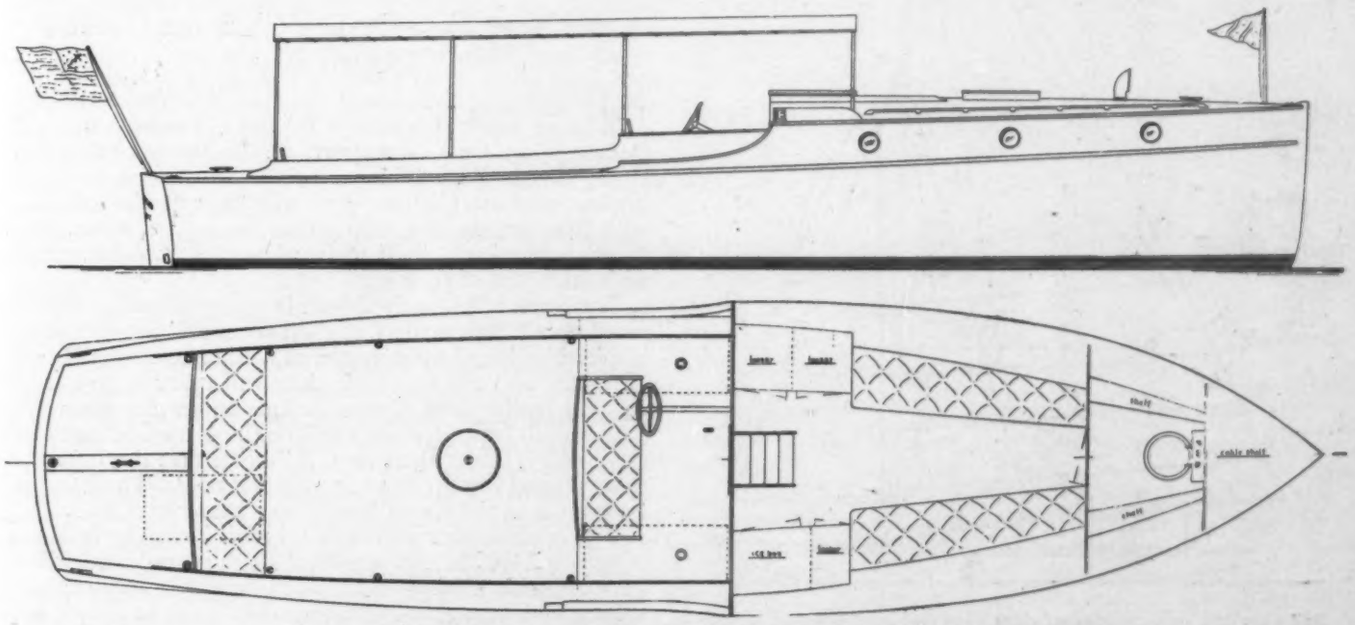
The designer has made no attempt to see how much he could get into a boat of a given length, but has worked more toward comfort and roominess. The large cockpit aft will seat half a dozen people in chairs. A companionway leads from the cockpit into an after stateroom. Forward of the stateroom are two toilet rooms, each with a shower. The deckhouse serves both as a dining and living saloon. Two single staterooms are found forward, as well as a captain's stateroom, toilet room, galley, and crew's quarters. Two 250 h.p. Maybach-Zeppelin Diesel motors are expected to give a cruising speed of 18 miles an hour.

Zula, a Snappy 33-Footer

THE plans below are of the *Zula*, an attractive little boat a little apart from the usual run of power driven craft. She can best be described, perhaps, as half way between a fast runabout and a raised deck cruiser, and is 33 ft. over all, 8 feet beam, and 2 ft. 6 in. draft. She was designed by Frederick K. Lord and built by F. W. Ruddock for Mr. Edward G. Sperry, who wanted a fast little craft with which to dodge around Great South Bay, which would not be a cruiser, but would have more room and accommodations than a runabout. After a season's use, Mr. Sperry reports that *Zula* has been a success in every way.

The cabin under the raised deck has a toilet room, two transom seats, several lockers, and an ice box. The cockpit is large, with two athwartships seats and plenty of room for deck chairs. As it was desired to make the boat as quiet and free from vibration as possible, great care was taken with the design of the structure.

The power plant is a 100 h.p. six-cylinder Kermath motor, which gives *Zula* a speed of 21 miles an hour.

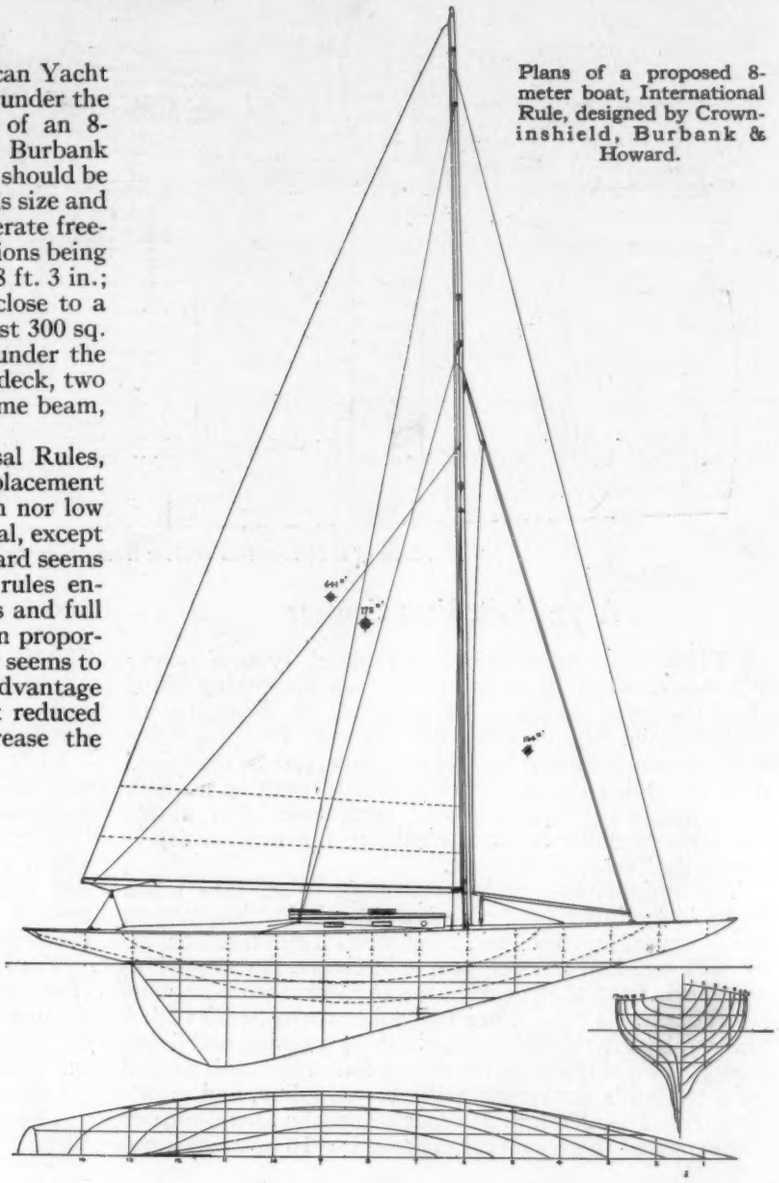


A snappy little 33-foot day cruiser designed by F. K. Lord for Edward G. Sperry.

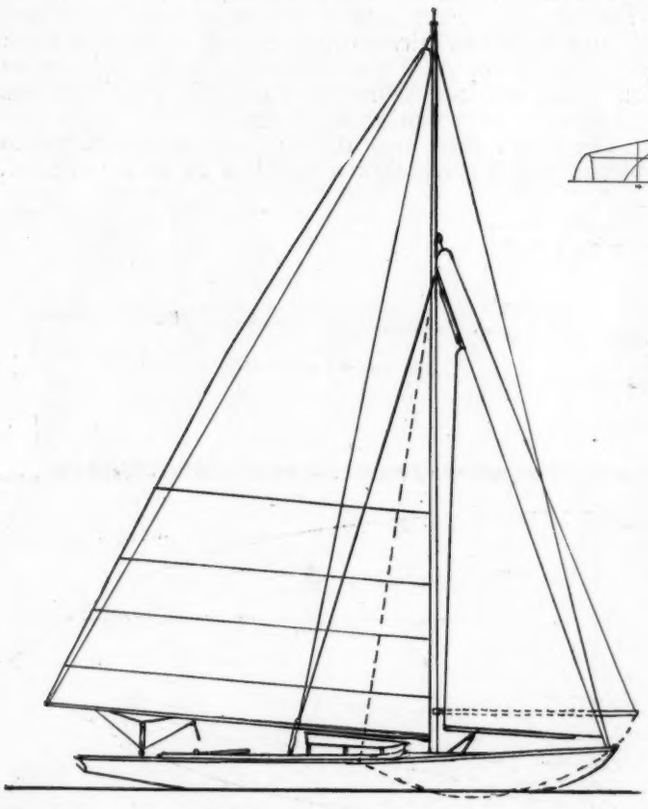
An 8-Meter Boat

WITH the adoption by the North American Yacht Racing Union of the 8-meter class built under the International Rule, the accompanying plans of an 8-meter sloop from the board of Crowninshield, Burbank and Howard, naval architects of Boston, Mass., should be of interest to anyone contemplating building this size and type of boat. She is a deep-hulled craft of moderate freeboard and very little sheer, the principal dimensions being as follows: l.o.a. 44 ft. 9 in.; l.w.l. 30 ft.; beam, 8 ft. 3 in.; draft, 6 ft. 5 in.; sail area, 815 sq. ft., being close to a N. Y. Y. C. 30-footer in size, though with almost 300 sq. ft. less sail. The modern Class Q boats built under the Universal Rule are three or four feet longer on deck, two feet longer on the water line, and about the same beam, and nearly 100 sq. ft. more sail.

In comparing the International and Universal Rules, Mr. Crowninshield says: "The proportion of displacement to l.w.l. are the same in both rules. Neither high nor low freeboard is specially favored in the International, except where flaring sections are used, when low freeboard seems to work out to better advantage. . . . Both rules encourage a full midship section with slack bilges and full garboards, and develop a type of boat narrow in proportion to its other dimensions. . . . Displacement seems to be rather excessive, and could be reduced to the advantage of the smaller classes. . . . With displacement reduced there would be some encouragement to increase the beam."



Plans of a proposed 8-meter boat, International Rule, designed by Crowninshield, Burbank & Howard.



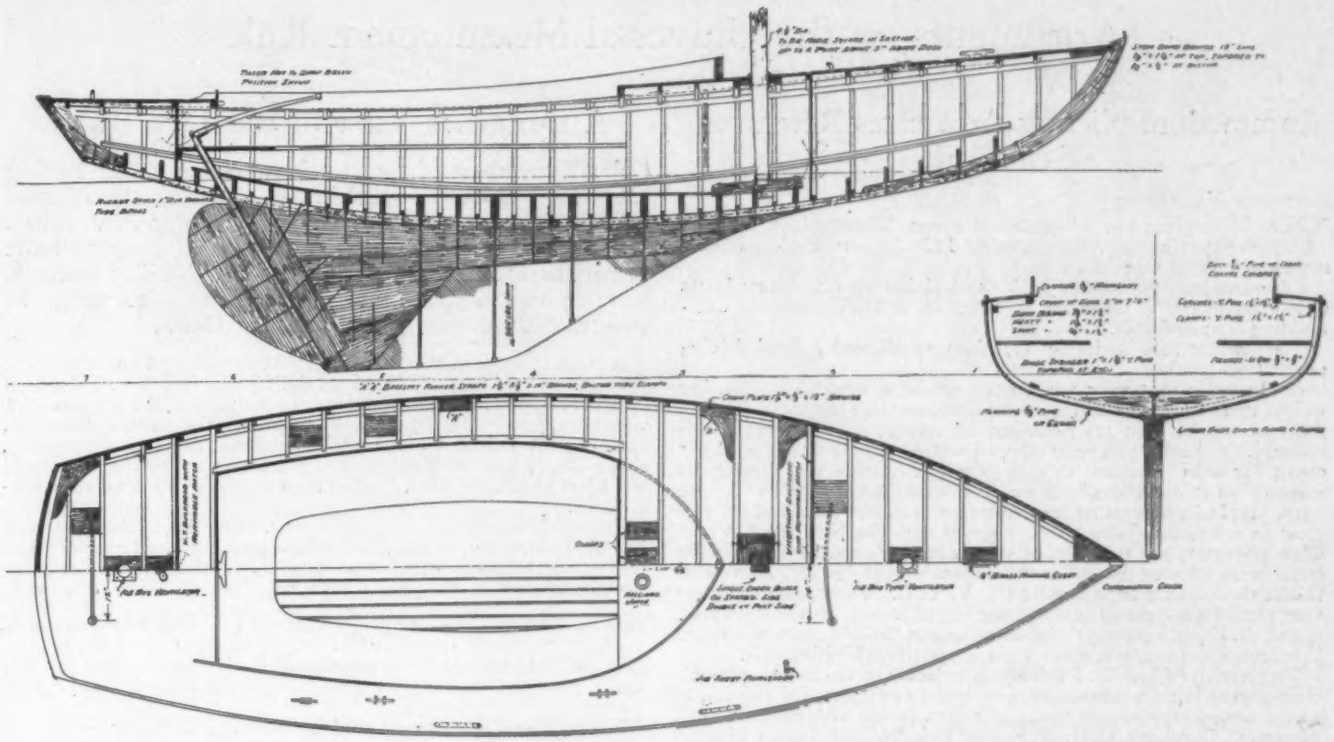
Sail plan of a new one-design class 22½ feet on the water for Great South Bay.

A New One-Design Class for Great South Bay

NINE boats, the plan of which is shown herewith, are being built this winter by the Greenport Basin & Construction Co., Greenport, L. I., for yachtsmen of Great South Bay. They are from the board of W. S. Walter, of East Quogue, and will be centerboard craft, with Marconi rig, the dimensions being as follows: l.o.a. 34 ft. 3 in.; l.w.l. 22 ft. 6 in.; beam, 9 ft. 4 in., draft, without board, 2 ft. 6 in.

The boats will be a departure in many respects from the usual South Bay models. A good sheer and an underbody inspired by keel boat precedents will make the hulls seem different, and the fact that they will carry a jib-headed rig will make them almost unique in waters where the gaff rig still prevails. They will be the second largest class on the bay, larger than the "R" boats and the Islip one-designs, and smaller than the Class P boats. The class will be known as the Great South Bay Interclub Class.

The centerboard will work through a shallow lead keel weighing 1400 lbs. About 400 lbs. additional lead will be carried inside. Although designed primarily for afternoon sailing and racing, a "summer cabin" will be fitted, with two built-in bunks for an occasional night on board.

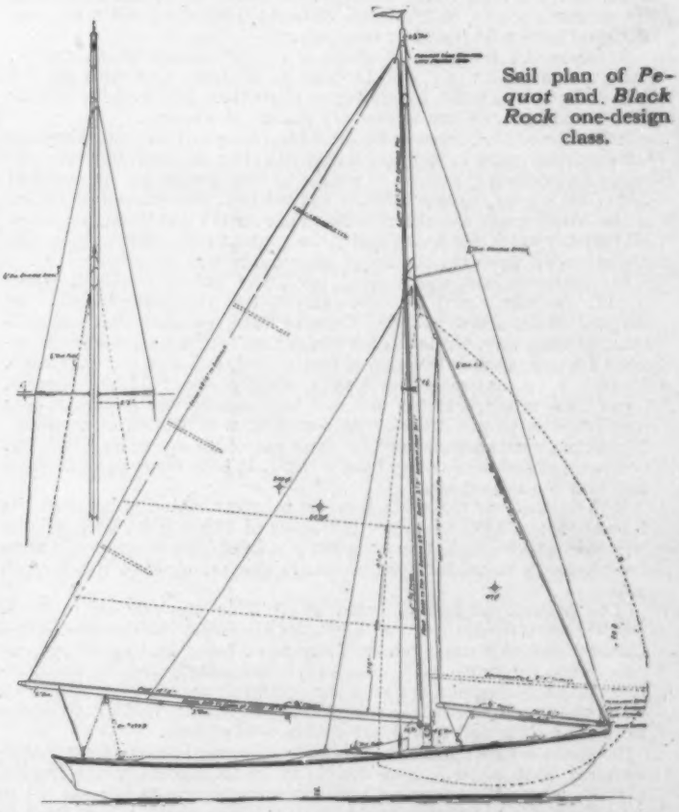


Plans of a 22-foot overall one-design class for the Pequot and Black Rock Yacht Clubs, designed by John G. Alden.

A Popular One-Design Class

NO less than twenty new one-design boats will make their appearance on Long Island Sound next season when the members of the Pequot and Black Rock Yacht Clubs, of Bridgeport, Conn., take possession of the fine little craft now building at the Portland Yachtyard, Middletown, Conn. The plans are from the board of John G. Alden, of Boston, and show a Marconi-rigged sloop of the following dimensions: l.o.a. 22 ft.; l.w.l. 18 ft. 8 in.; beam, 6 ft. 10½ in.; draft, 3 ft. 10 in.; sail area, 247 sq. ft.

The design is of a very similar type and size boat which Alden has turned out previously for different clubs, such as the Marblehead O Class, L. I. Sound O Class, Conanicut Y. C. Class, Biddeford Pool Class, etc. They have a nice sheer and good freeboard, with large, comfortable open cockpits, watertight bulkheads fore and aft making them unsinkable. The combination of beam, hard bilge and 885 lb. iron keel should make them stiff and able. They will be rigged with single shrouds, single backstays and jibs on travelers, making for ease of handling. Judging by the success of other similar classes, the Pequot-Black Rock boats should be a welcome addition to both clubs.



Sail plan of *Pequot* and *Black Rock* one-design class.

Four New Class R Boats

DESPITE the recognition of three classes of boats built under the International Rule by the North American Yacht Racing Union, four new Class R boats, built under the Universal Rule, will slide down the ways this spring, and it looks as though this class has lost little, if any, of its popularity. Two of these craft will be for Marblehead yachtsmen, the third will go to Rochester, and the fourth to Long Island Sound.

Burgess, Swasey & Paine, the designers of the famous *Gypsy*, have turned out a new creation for Frank C. Paine which is being built by F. D. Lawley, Inc. The second Marblehead craft is an improved *Yankee*, designed for Charles A. Welch by Francis Herreshoff, which is being built by Britt Brothers.

The Long Island Sound "R" is being built by the Herreshoff Mfg. Co., of Bristol, said to be from designs by her owner, Junius S. Morgan, Jr.

The fourth addition to the class is owned by W. P. Barrows, of Rochester, now building at the plant of George Lawley & Son Corporation, from designs from the board of John G. Alden.

Arguments on the Universal Measurement Rule

Commodore Nichols Advocates Retention of the Rule

EDITOR OF YACHTING:

YOU have given the advocates of a new Measurement Rule so much space in your columns, might I also be permitted to express my views on this vexed question?

I fundamentally disagree with the opinion that the new boats developed in the R Class are undesirable, or that continued overbuilding is undesirable.

The present rule is simple: (1) You are allowed a fixed driving power (sail area).

(2) In order that your yacht may not be a skimming dish, her weight must bear a fixed relation to her water-line length. If you fall short of weight, you are penalized by having your driving power reduced. Originally you were allowed to take excess weight and get credit for it in increased driving power. But this was afterwards stopped, as it was thought it would produce a vessel too wide and deep, fast in light weather and smooth water, but slow and hard to steer in a breeze. *Queen Mab, Vagrant* and the New York Yacht Club 40-footers are examples of vessels having excess weight. If the latter were allowed credit for this excess weight (as Mr. Herreshoff thinks they should be) *Carolina* (N. Y. Y. C. 50's) would fear them very much on a summer day on Long Island Sound. But off Newport, not at all. If you have ever tried to sail one of these boats to windward in a breeze and sea, you know what a heart-breaking job it is.

To return to Class R: I think the majority of the builders in this class regard it as a laboratory, and build new boats for the fun of trying something new, not because they can't win with their old ones. Messrs. C. F. Adams, C. H. W. Foster, Donald Cowl, Junius Morgan are examples. Mr. Adams, since he started racing in the class, has, I think, lost only two championships. He built one failure and raced her an extra season to try improvements. Had she been a success, he would have sold her after one year.

So far as the development of the R Class is concerned, this spirit, I think, is a good thing, and in practice it allows men who are not financially able to build, to buy better boats than they could otherwise afford, and to race them with every chance of winning.

It is claimed that the new boats are too long and narrow. They are not much narrower in feet and inches than the old ones; but they are longer and deeper (the ratio of weight to length must be maintained) and of more easily driven form. If not the last, they cannot be faster, as the advocates of the new rule claim they are. I like them, but those who do not can build boats under the present rule, wider, shallower, shorter, with an equal chance of winning. See *Bob-Kat* this year.

My first keel boat was built in 1897. She carried 600 square feet of sail, was just over 7 feet wide and 21 feet water-line length, and weighed about 7,000 pounds. She and her type were the best sailboats of their day. *Game Cock*, to name an "R" whose exact dimensions I know, carries 580 square feet of sail, is 7 feet 6 inches wide, 25 feet 8 inches water-line length, weighs about 11,500 pounds. *Game Cock* would beat the old boat handsomely any day there was wind enough to get around the course in a reasonable time limit. Mr. Crane tried to make an "R" boat out of his six-meter *Red Head*, similar in dimensions to my boat of 1897. It took three races to show him how hopeless it was.

Will anyone say there has been no progress in design between the Raceabouts of 1897 and the "R" boats of 1926? If so, why kill the free rule which made this progress possible? The Raceabouts were built under a restricted rule similar in this principle to the English Rule.

The present English (International) Rule was devised in 1920. In 1919, Sir William Burton and Major Heckstall-Smith came to this country and saw our yachts. They went home and spoke for our rule in the International Conference. They were beaten by the Continental countries, and the best they could do was to get a restricted rule that would perpetuate the general proportions and relationships between weight and sail of our yachts of that date.

There is nothing against building to the restrictions of the International Rule when anyone desires to do so. Except in the smaller classes, where the scantling and cabin requirements are not up to ours (and this has nothing to do with measurement), a boat built to that rule could race here and would in most cases measure favorably.

We have today the oldest active rule in the world and the only one that has not been successfully beaten — because there is nothing in it to beat. We measure driving power. We have stood at the head of the yachting world for seventy-five years because of our thoroughness, initiative and the freedom our rules have given us to exercise these qualities. Let those who want one-design boats build them as such, and get the cheaper cost that goes with quantity production; but don't let us adopt a rule that stops progress and forces us to produce yachts that are one-design in everything but name.

GEORGE NICHOLS.

A Designer's View of the Two Rules

THE members of the North American Yacht Racing Union discussed at their last meeting the relative advantages of the Universal and International Rules. Perhaps the paper that most nearly got down to basic principles was that presented by W. Starling Burgess, wherein the actual mathematical facts concerning the two rules are concisely set forth. It follows:

It is the function of the designer to beat the rule and not to make it. Were he to make it, the beating might prove too easy. I doubt if designers in general could ever agree on any rule and I am sure that whatever they evolved would fail to satisfy the owners. However, since it is the designer's business to live with the rule that is given him, and to study it most of his days, it is perhaps fitting that he should say what he can about it, leaving it to his clients to draw their conclusions.

Due to the restriction on displacement, and owing to the fact that it has been found best to use full displacement and avoid quarter beam excess, our Universal Rule is no longer a multiplication rule; it has become, almost, if not quite, a pure sail area rule. The rule, put in equation form, is $R=.18\frac{L\sqrt{SA}}{\sqrt[3]{D}}$; where R is a rating measurement, L is l.w.l$+\frac{1}{2}$ quarter-beam excess and D, the displacement in cubic feet. Now, substituting for $\sqrt[3]{D}$ its limiting value $0.2\ L+0.5$ we have: $\sqrt{SA}=R\left(1.11+\frac{2.77}{L}\right)$ and transposing, we have:—

$R=\frac{\sqrt{SA}}{\left(1.11+\frac{2.77}{L}\right)}$, wherein the only factor in which L occurs is added and not multiplied. By observing this equation, you will see that the ratio $\frac{2.77}{L}$ is, in the smaller classes, but one-tenth of the quantity 1.11, to which it is added to form the denominator of the rating formula, and that, in vessels in the neighborhood of 75 feet waterline, this ratio falls to but one-thirtieth of the value to which it is added. The presence of this ratio tends to slightly decrease sail at any given rating as we enlarge hull, but the tendency is so slight as to be almost negligible.

The displacement requirement, given outside of the formula, in both rules, is in its working identical in both rules and is by far their most important requirement, for it insures a powerful, shipshape hull. I may point out that this requirement is entirely of American origin and was adopted as a restriction outside the International Rule formula only after Mr. Froude's method of obtaining the same result was proven, in practice, entirely at fault.

In developing the fastest hull under a perfect measurement rule there would be no local deformation. I do not mean by this that fairly swept hollow lines are in themselves undesirable, but there should be no local pinching in to take advantage of some definite point of measurement. Unfortunately, both rules, each in a different way and degree, encourage such deformations. For example, the Universal Rule tends to distort the stern, and the International Rule tends to a wall-sided bow with narrow forward deck line, wet and undesirable in a seaway.*

Through years of progressive building the International Rule has tended to a fixed value of waterline length, whereas in the Universal Rule, the waterline length has steadily increased and no one yet knows what its limit may be for any given class. Why is this? It is because the International Rule measures both sail area and linear size of hull, while our rule, as already pointed out, measures, to all intents and purposes, the sail area alone. Let me here point out the fallacy of considering sail area as the sole factor of driving force, for only in conjunction with sail and stability can any driving force at all be developed. Sail produces the heeling moment, to balance which must be the righting moment of hull stability. We may liken sail area to the area of the piston of an engine, which can deliver no power unless the gases above it are contained by the head and walls of the cylinder.

It would be difficult to imagine one fixed rule of measurement which would turn out the most desirable type in both large and small classes. In extreme, this is exemplified by the totally different hull shapes and position of weights of a sailing ship and of a small sail boat. However, if it is possible to evolve a rule which brings out a desirable type of large racing yacht and a small boat not too sluggish, we have the inestimable advantage of making possible series of progressive tests in small, inexpensive boats, whose results may be closely applied to the designing of large yachts. If a similar form is

(Continued on page 86)

* This is one of the points in the International Rule which the Y. R. U. committee hope to have amended.—ED.

In the Lee of the Longboat

by Cap Stan

THE latest development in the ocean race game is the race just organized by the Philadelphia Corinthian Yacht Club from New London to Cape May, to start on June 26th, the day after the Yale-Harvard boat races. At one time a prominent figure in yachting affairs, the Corinthian has for some time been in the doldrums. But activity has been noticeable in that direction for the past two or three seasons, and last year three schooners flew the Corinthian pennant in the Bermuda Race — the *Black Goose*, *Quita* and *Sagamore*, the former carrying away first prize in her class. Now they are re-entering the game in earnest, and starting the ball rolling by getting eight entries from the club for their own race. With these as a starter, the others should come in fast, once the news spreads.

Now if some enterprising club will just take hold where the Corinthian stops, and stage another race from Cape May to a Chesapeake Bay port, all will be lovely — there will be a double incentive to go, and a lot of yachtsmen will be introduced to Chesapeake Bay, and see what a wonderful cruising ground it is. There's still time to organize. What club, or clubs, will see the light and grab the chance?

* * *

At last there's something doing in the self-steering line. As I think I mentioned some time ago, Fritz Fenger was badly bitten by the bug, and the other day the morning's mail disgorged the plan of Fritz's self-steerer. At present, it's confidential, as Fritz expects to do a lot of model sailing before he spills the dope. But she's an interesting looking packet, quite different in one or two ways from the usual run. Fritz won't tell me how he evolved the craft, or just what the principles are, but I can see two features which he has incorporated in the design which I have been mulling over for some time. I hope Fritz is on the right track, and if he is, the day isn't far off when I'll be one of many to build a cruiser according to his theories.

* * *

The action of the Yacht Racing Union of North America, in deciding to recognize three classes of boats built under the International Rule — the 6-meter, 8-meter and 10-meter classes — should be thoroughly satisfactory to all racing men. It will stimulate the building of boats under the International Rule on this side of the pond, where they can be tried out side by side with boats built under our own Universal Rule, and we can then see exactly whether the boats built to the International Rule are any better than the boats produced under our own rule. It should stimulate foreign competition. And we'll continue to race the boats already built under the Universal Rule, build new ones, and not scrap the old ones. As I have said before, I don't see where the foreign rule boats are a whole lot better than the ones we have now. However, it is plainly evident that the time has not arrived for an absolutely new rule, so that if the International Rule boats *are* any better, then at least we've made a step forward, even though it may not be any whale of a stride.

* * *

The new Burgess-designed 10-meter boats will be decidedly in the spotlight the coming season. I hear that twelve of them have been ordered, which will assure some snappy racing. Judging by the plans, they should make fairly good cruising craft. The high freeboard makes for fine headroom below decks, and a dry boat in choppy going. The rig doesn't look topheavy in the light of modern developments, and should be reasonably easy to handle. Undoubtedly the boats will be fast — a comparison of speed between them and the New York 40's and Larchmont O boats will be decidedly interesting, and by the end of next summer we should have some valuable data as to how International Rule boats compare with some of our own craft.

* * *

At last comes a ray of sunshine on the wire rigging riddle. A representative of the Burrshell Co. of New York dropped in the other day and offered me a sample of Wright's Steel Ropes, imported, and guaranteed not to rust or corrode when used on salt water. His explanation of the failure of the usual run of rigging is that the manufacturers neither use the right kind of raw material out of which they make the steel strands, nor do they galvanize the rigging properly. Next season I'm going to give Wright's Steel Ropes a tryout — and here's hoping it survives the test.

I also have a letter from the Alcumite Corporation, who manufacture Alcumite, a special corrosion-resisting alloy with the strength of steel. There is little doubt but that wire made of this material would be excellent for marine use were it not for the fact that it would be very expensive, and it is doubtful whether enough people would pay the freight to make it profitable for this company to go into the wire business, as there is already a good market for the metal in other forms. We'll hear later if there are any developments.

Books for the Yachtsman's Library

The Log of the Grand Turks

By Robert E. Peabody
Houghton Mifflin Co. — 1926

A BOOK that gives a most illuminating picture of sea life under the American flag at four different periods, from Revolutionary days to the present time, has just made its appearance under the title of *The Log of the "Grand Turks."* The name *Grand Turk* has been borne by four famous American sailing ships, — a Revolutionary privateer, a merchantman of the Napoleonic period, another privateer of the War of 1812, and a modern schooner during the period of the Great War. From the musty log-books of these four ships, from faded letters and bills of lading, this interesting and authentic volume has been compiled. It is a record of fortunes made in a single voyage, of shrewd New England shipmasters dealing with princely merchants of Canton or friendly agents in Spain, of thrilling adventures of the Napoleonic era, and of life aboard ship today.

One little realizes nowadays the trials of a shipmaster of a century ago when this country was at war, the latitude that he had in buying and selling cargoes for his owners, or the judgment required both in the business end of the enterprise and in dodging enemy vessels. No more fascinating romance of the sea could be found than in the record of these four ships.

The first *Grand Turk* was owned by that enterprising merchant of Salem, Elias Haskett Derby, from her launching in 1781 to 1788. During her early years a successful privateer, she was later put into trade to the Cape of Good Hope, and then, to Canton, being the third American ship to reach China. In her peaceful occupation she appears to have been as successful as she was at capturing enemy merchant ships.

The second ship of the same name was also built for Derby. She was a three-decker of 560 tons, and 124 feet in length, destined for the East India trade. Built in 1791, she was sold four years later for $22,000, because she was too large for any except the East India business.

The third *Grand Turk*, a brig of 300 tons, was built at Wiscasset, Maine, for use as a privateer in the war of 1812, and had a brilliant record. From her logs that were preserved a good idea of life aboard a privateer in those strenuous days can be obtained. After the war she became a peaceful trader in the Boston-Mediterranean trade.

One of the most successful privateers of her day, she made five voyages preying upon enemy commerce and netted her owners and crew handsome returns, until she was sold and, her name changed, she disappears from record.

The fourth *Grand Turk* brings us down to our own times. Built in Maine in 1916, at a time when there was great demand for tonnage, she was employed chiefly in the West Indies trade until she was wrecked off the coast of Yucatan in 1924, while the captain and mate were both down with fever.

In the story of these four vessels the author has given a glimpse into life at sea during the periods at which each lived that is of intense interest to the sailorman of today. The book is well written, with numerous illustrations of the ships themselves and of the ports they visited, and two maps of certain memorable voyages of the second and third *Grand Turk*. It is a volume well worth reading.

H. L. S.

Cruises, Mainly in the Bay of the Chesapeake

By R. Barrie and G. Barrie, Jr.
The Franklin Press

COMPARATIVELY few yachtsmen are acquainted with Chesapeake Bay as a cruising ground. But those who read *Cruises, Mainly in the Bay of the Chesapeake*, are sure to develop a longing to visit this remarkably attractive body of water, and to enjoy cruising there as the Barries enjoyed it. Written in an easy and familiar vein, these fourteen sketches show clearly that the authors are thorough cruising men, and know how to get the most out of cruising in small craft. Their enthusiasm is an inspiration to everyone, landsman and sailor alike, to follow their example on marine jaunts to the haunts of the bugeye and the skipjack, the oyster and the crab. To the intimate details of the various cruises are added delightful sketches of the many items of gossip and history concerning the wonderful coastline passed, and the pleasure of reading is decidedly increased by the large number of excellent illustrations. All those who enjoy a good yarn and a good ship are sure to enjoy this book.

S. W.

The New Eldridge Tide and Pilot Book

Wilfrid O. White

THE 1927 edition of *Eldridge's Tide and Pilot Book* came out in December, this year being the fifty-second in which this most useful of all piloting books has been published. The current tables in this volume are the handiest of any publication on this subject, covering, as they do, the most important points on the coast between New York and Cape Cod.

A course and distance table in the back of the volume will be of inestimable value to the cruising yachtsmen, and this year the book has a list of all the lights and fog signals, with their characteristics, from the Chesapeake to Bar Harbor. This latest edition answers practically every question a pilot might wish to know in navigating the northern Atlantic Coast. Published by Wilfrid O. White, 112 State St., Boston. The price is one dollar.

Across Three Oceans

By Conor O'Brien
Edward Arnold & Co.

TO the annals of long voyages in small boats is now added the tale of the around-the-world cruise of the 42-foot yacht *Saoirse*, which circumnavigated the globe in exactly two years. In *Across Three Oceans* the author gives us a highly interesting account of his long trip, for the three stages of which he was awarded the Challenge Cup of the Royal Cruising Club of Great Britain three times in succession.

In his introduction, Claud Worth says: "*Saoirse's* great voyage inevitably recalls the late Lieutenant Muhlhauser's circumnavigation of the globe in *Amaryllis*. But there can be no rivalry, for the routes were entirely different, the former relying mainly on the Westerlies and the latter on the Trades, and, rigged as they were, neither vessel could very well have accomplished what the other did. Not the least valuable part of this most interesting book is the last chapter, in which Mr. O'Brien gives his views upon the form of hull and rigs for ocean cruising."

S. W.

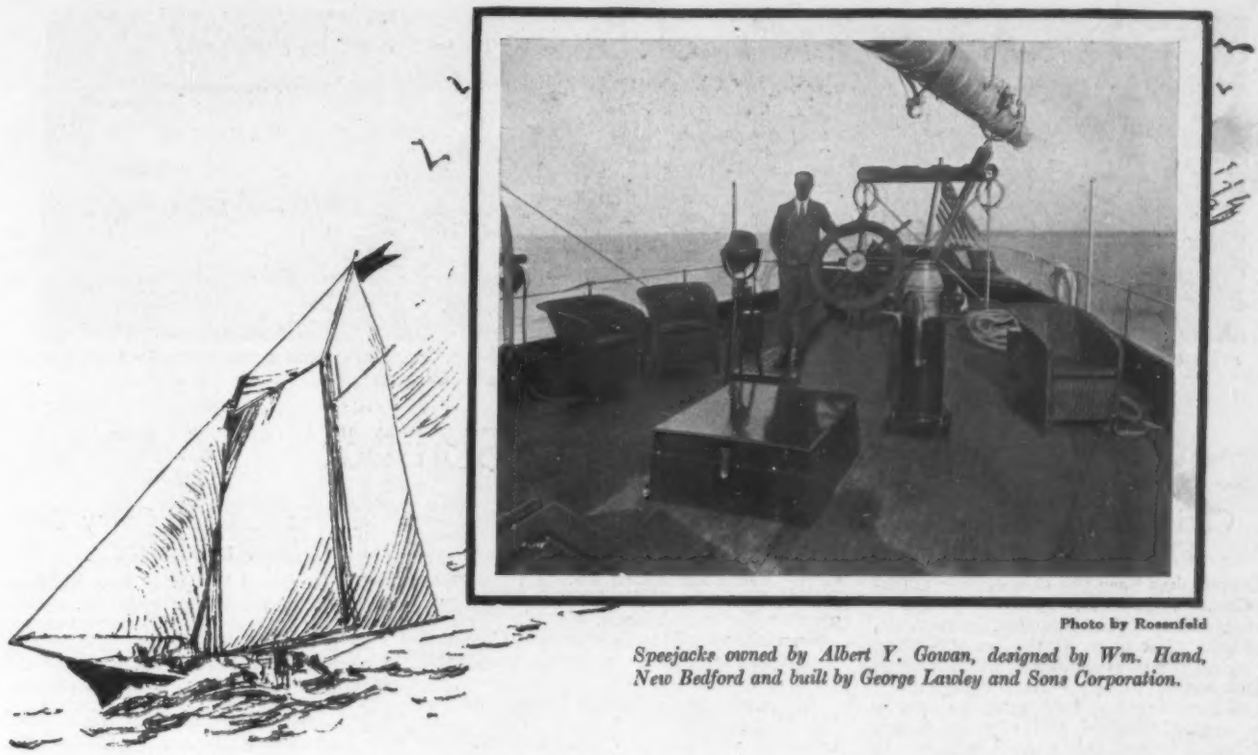


Photo by Rosenfeld

Speejacks owned by Albert Y. Gowan, designed by Wm. Hand, New Bedford and built by George Lawley and Sons Corporation.

Builders of famous yachts say No other glue can compare

EVER since the days of wooden ships and iron men, Jeffery's Marine Glue has been the choice of those who are best qualified to know the value and importance of high grade glue.

George Lawley and Sons, builders of famous yachts and motor boats, state —

> "Jeffery's Marine Glue is used exclusively in all our boats and we consider that there is nothing on the market to compete with it."

The wise builder and owner of boats does not experiment with unknown glue. It is too costly to save a few cents on such an important item in boat-building. That is why Jeffery's Marine Glue is demanded — a high grade glue that has been tested for 75 years.

Our booklet "Marine Glue — What to use and how to use it," sent on request

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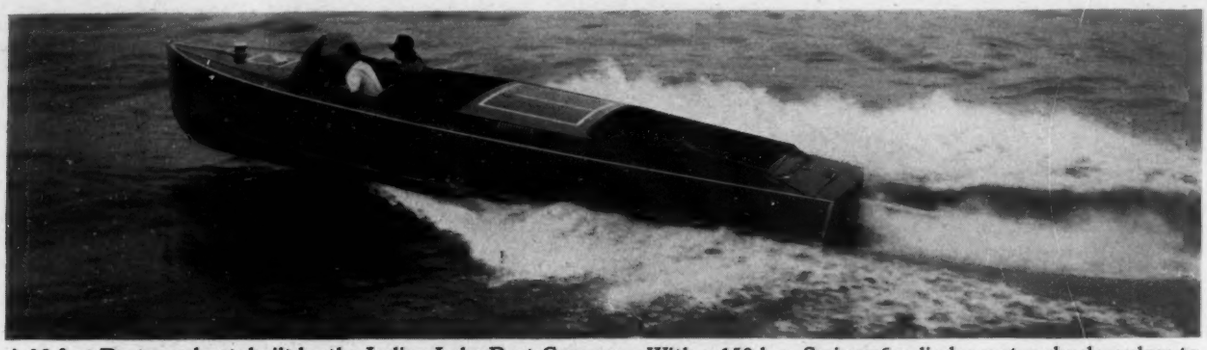
JEFFERY'S MARINE GLUE



A 26-foot Dart runabout, built by the Indian Lake Boat Company. With a 150 h.p. Scripps 6-cylinder motor she does close to 40 miles per hour. She is owned by James W. Orme.

Of Interest to the Skipper

Chris-Craft Service and Florida Agencies

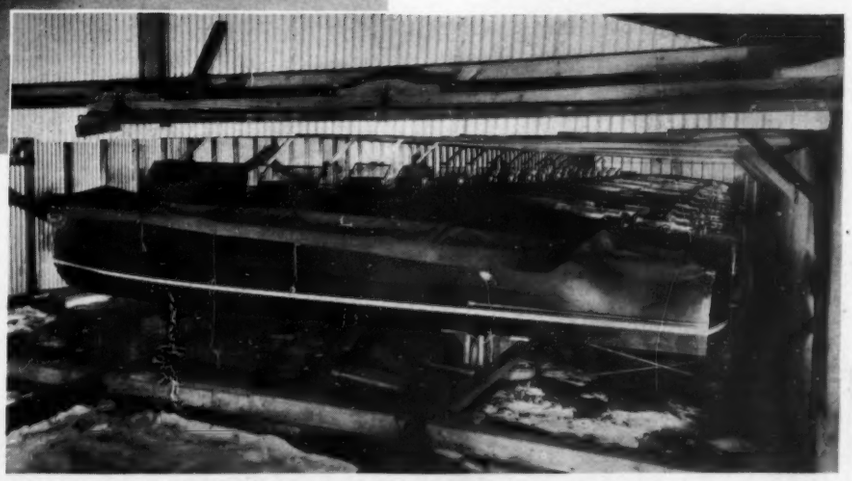
SO great has been the demand for Chris-Craft runabouts, manufactured by Chris Smith and Sons Boat Co., of Algonac, Michigan, that even at the present time, during what would ordinarily be considered a slack season, a boat a day is being turned out of their factory. Last year the factory was greatly enlarged and new machinery installed, but even this was not sufficient to keep up with the demand, so that it recently became necessary to immediately build an addition to the motor installation wing. In addition, three large buildings were put up in which to house customer's boats, many of which are owned and used by people residing in and around Detroit who lay their runabouts up here for the winter. With the increased facilities of the present plant a schedule of two boats per day is possible, which it is expected will be adopted shortly with the increased demand for the coming season.

Arthur J. Utz, Manager of the National Sales and Display Office of Chris-Craft, at 393 Seventh avenue, New York, has just completed an extended business trip through Florida and Cuba, and announces the organization of the Chris-Craft-Miami Co., of Miami, Florida, sponsored by one of Miami's most aggressive business men. This company will display the 1927 Models of Chris-Craft in their quarters at 160 W. Flagler Street. They also will have a boat for demonstrating in the water. A half dozen Chris-Craft were ordered for Miami, and shipment made within five days from Algonac, Michigan. Many boat enthusiasts have already ordered Chris-Crafts through this company, and are using their boats on Biscayne Bay and adjacent waters.

At Palm Beach, R. E. Oliver heads the Chris-Craft Palm Beach Co., of West Palm Beach, Florida, and Chris-Craft are on display at 420 5th Avenue. "Bob" Oliver is known all over Florida as a keen lover of water sports and a man of push and integrity.

At Tampa, Florida, the Forman Motor Car Co., Inc., of 407 Jackson Street, have taken on the sale of Chris-Craft for that vicinity. Negotiations are also under way for the formation of the Chris-Craft Havana Co., in Havana, Cuba, which includes showing the 1927 Chris-Craft in one of the best auto show rooms on the Malecon.

Chris-Craft are all 26 ft. long, 6 ft. 8 in. beam — all mahogany, double planked bottom — fully salt water equipped and completely furnished. The 160 h.p. 6-cylinder Kermath Marine engine is standard in the 38–40 mile boat. The 30–32 m.p.h. boat is identical, except the power plant, which is the 100 h.p. 6-cylinder Kermath.



Interior of Chris-Craft service shed at Algonac, showing Chris-Craft stored for the winter. Above. Exterior of boat house, showing how customers' boats are cared for.

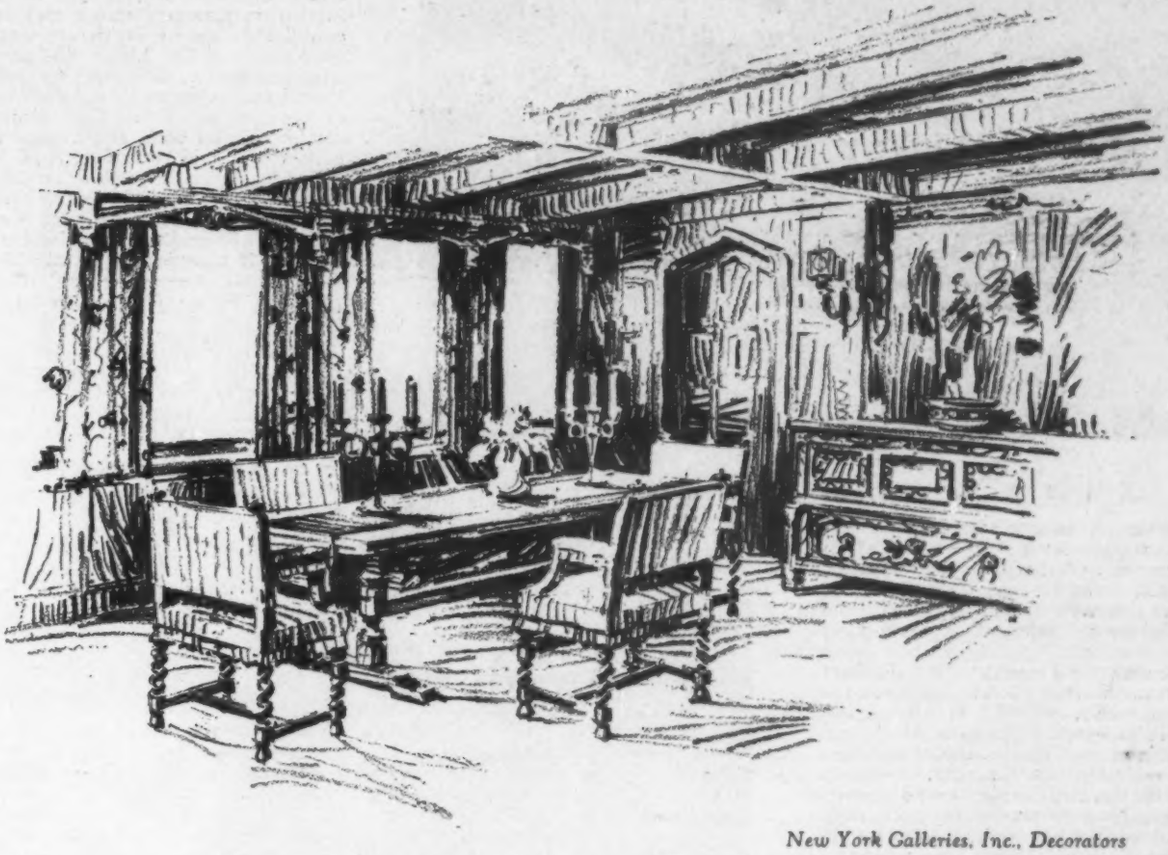
Bruns Kimball Carry Dart Runabouts

The Indian Lake Boat Co., builders of the well known Dart runabouts, announce that they have just concluded arrangements with Bruns Kimball & Co., 50–52–54 West 17th St., New York City, whereby Bruns Kimball will act as exclusive distributors of this well known craft, built in two sizes, 22 feet and 26 feet. Both models will soon be on display in the show room. As they are already agents for the Matthews cruiser, Kermath, Sterling, and guaranteed rebuilt engines of many makes, the addition of the Dart runabouts makes the marine distribution of Bruns Kimball a complete one.

The Dart runabout is a fine example of the boat builder's art. Exceptionally well designed it makes 40 miles per hour with 150 h.p. engine, either the Kermath or Scripps 6-cylinder being furnished, as desired.

Deitsch with Johnson

Philip O. Deitsch, the new vice president and director of sales of the Johnson Motor Co., of South Bend, Indiana, assumed his duties with the well known manufacturers of outboards on December 1st. After many years of experience in the automotive industry, he is tackling his new job with a vast amount of enthusiasm, as he not only believes most thoroughly in Johnson outboards, but in the future of the outboard motor industry in general, for which he predicts a vast increase in the next ten years, not only for recreational purposes, but as utilities.



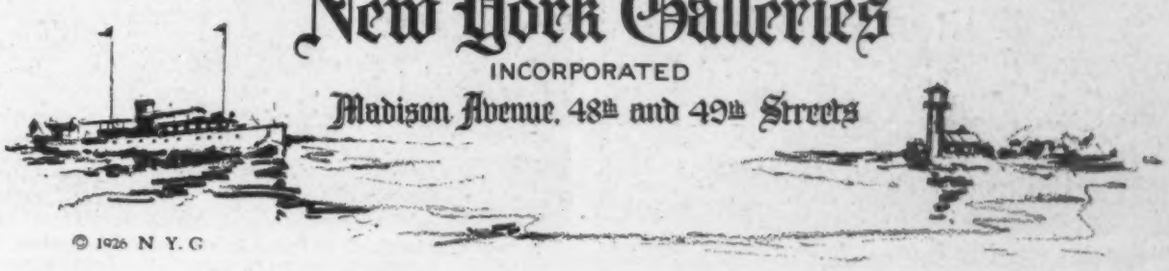
New York Galleries, Inc., Decorators

The experienced cruising yachtsman realizes that the deck and cabin appointments of his craft, when well chosen and arranged, contribute more to his enjoyment afloat than do any other features of the vessel.

¶ This is particularly true "below," where it is desirable to create an effect of spaciousness within the necessarily limited dimensions of the main cabin and staterooms.

¶ That this can be accomplished, with most gratifying results, has been demonstrated by this organization of decorators and cabinetmakers aboard such well known yachts as Mr. W. K. Vanderbilt's *Ara*, Col. Nicholson's *Sea Dream* and Mr. A. Y. Gowan's schooner *Speejacks*.

¶ Yachtsmen, designers and builders are always welcome at the Galleries, where a consultation regarding the decorative possibilities of either large or small craft will entail no obligation.



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The Liggett "40"

A handsome standardized bridge deck cruiser of the V-bottom type designed to furnish maximum comfort and seagoing qualities is shown in the accompanying photograph of the Ligget 40-footer. Two large staterooms, with toilet for each, offer the utmost in comfort for eight people. Eight or ten passengers can be accommodated comfortably on deck, and a small forward cockpit will hold two more. A 65 h.p. six-cylinder Kermath motor furnishes the power to give a good 12 miles an hour, while with the 100 h.p. Kermath, used in conjunction with the new type of reduction gear, a speed of 15 miles is easily attainable.

A New *Baby Gar, Jr.*

Howard M. Lyon, Inc., 537 Lexington Avenue, New York City, announces two new models of the Gar Wood family, one the *Baby Gar, Jr.*, and the other the *Baby Gar Super, Jr.* The former is 26 feet in length, and has a speed of 30–32 m.p.h. with a 100 h.p. Scripps, and from 38–40 m.p.h. with a 150 h.p. Scripps. The *Super Baby Gar* is a 28-footer, and attains speeds up to 45 m.p.h. with a 225 h.p. 6-cylinder Gar Wood Marine Motor.

Sea Sleds in Florida

A new type of fast motor boat has made its appearance on Biscayne Bay — a boat which is both unique in design and in performance. This craft, so aptly named the Sea Sled, combines the grace of the porpoise with the seaworthiness and safety of an ocean-going yacht.

Those who travel southward are destined to see many sleds in Florida waters as the season advances, not only at Miami, but also at Palm Beach, West Palm Beach, and other popular coast resorts. Under the direction of their Division Manager, Walter L. Plumb, the Sea Sled Corporation has opened a spacious show room, devoted exclusively to the showing of Sea Sleds, at 1930 Northeast Second Avenue, Miami. Here will be on exhibition the 23-ft. and 28-ft. sleds, both in the sedan and open touring models. Expert demonstrators will be on hand to explain just why the sleds are so safe, comfortable, seaworthy and dependable.

Mr. Plumb has taken over the Fisher boathouse at the eastern end of Venetian Causeway and transformed it into the Sea Sled Garage and Service Station, so that owners may have "push button service" at all times. There will be room for live storage of 35 sleds, and mooring space along the waterfront for many more. Repair work of all kinds, refinishing and varnishing of hulls, motor repairs, tuning and testing, will be done on short notice by factory-trained experts.

A Sea Sled Ferry Service, to start in December, calls for the operation of several sleds on a half-hourly schedule from the foot of Flagler Street across Biscayne Bay to the various hotels at Miami Beach, and will be open to the public at a moderate charge.

J. G. Hurst has been appointed the representative of the Sea Sled Company both at Palm Beach and West Palm Beach. A well-appointed show room will be opened in Palm Beach at the corner of Worth Avenue and Via Mizner, just across from the Everglades Club, while at West Palm Beach the show room will be located at 421 Clematis Street. A service station will shortly be opened on Lake Worth, similar to the Miami station.

Sea Sled service station at end of Venetian Causeway, Miami. Above. Interior of show room of Sea Sled Corporation, recently opened at Miami, Florida.

An Elco in Bermuda

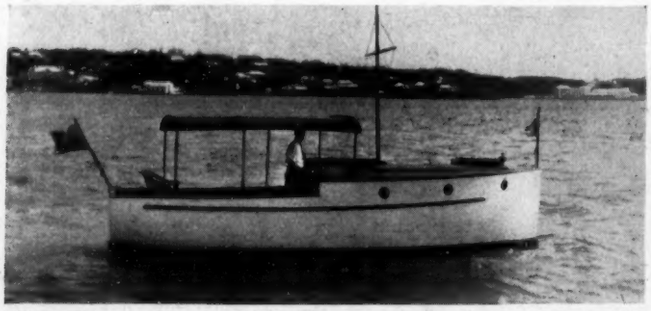
The accompanying illustration of a stock Elco 26-ft. cruiser shows one of these popular little craft owned by the Baroness de Steubner and used by her and her two sons at their winter home at Hamilton, Bermuda, where the photograph was taken. The possible removal of the duty on American motor boats would open up an excellent market for craft built in the United States.

A New Speedway Motor

Adhering to the ruggedness which they have always built into their products, the Consolidated Shipbuilding Corp., Morris Heights, N. Y., have added a new model Speedway motor to their line, to be known as Model MP, and to be exhibited for the first time at the coming Motor Boat Show in New York. It is of the L-head type, bore 5¾ inches, stroke 7 inches, and is rated at 155 h.p. at 1200 r.p.m.

The seven-bearing crankshaft is of 3½% nickel steel, drilled for force feed lubrication.

(*Continued on page 94*)



26-foot Elco cruiser owned by Baroness de Steubner, at Bermuda.

The new standardized 40-foot Liggett V-bottom cruiser. Speed 12 to 15 miles.

New!
Different!!
Radically Better!!!

An entire new line of windlasses, boat and sail hoists, davit winches, steerers and remote reverse control will be shown at the Motor Boat Show, Grand Central Palace, New York, January 21 to January 29.

American Engineering Company

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LEADERS IN THE MARINE FIELD SINCE 1857

For the Electrified Yacht

Electric Cooking

THE Marine Range is a typical Westinghouse creation, designed with the conditions of service in mind. Compact to fit the smallest galley, big enough to serve the largest yacht. A help to the cook—a comfort to the crew—a means of better service to the cabin.

The Westinghouse Marine Range means a cleaner and more comfortable galley—cleaner cooking without fumes of combustion. Safer, too; reduces fire hazard.

Ask our nearest District Office about Electric Cooking Equipment for Marine Use.

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Sales Offices in All Principal Cities of the United States and Foreign Countries

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From Newport to Falmouth in the *Primrose IV*

(*Continued from page 40*)

had run into it. The stars came out, the wind dropped, and on the horizon, to weather and to leeward, appeared the lights of steamers which, fortunately, had not approached dangerously near during the fog.

Tuesday, July 13th. Our record days are over. The wind has steadied easterly and light, and we're faced with a dead beat to wind'ard as long as it lasts. The skipper goes around muttering to himself, and whenever questioned quotes his latest *bon mot* from the sailing directions:

"The prevailing wind (in the English Channel, and its vicinity) is from south to northwest, and it blows a much greater part of the time from those directions than from the easterly points."

Then he grunts and quotes again: "But when it blows from the east, it is apt to be very persistent!"

However, all hands make the best of it, and get some enjoyment and satisfaction out of the fact that the day is clear and fine, the breeze steady, and the barometer behaving itself. After all, we haven't much kick after so long a spell of favoring winds, although it's a little hard to be baffled by head winds so near our goal.

Today we set our clocks ahead for the last time at sea — one hour ahead to Greenwich Civil Time.

Noon position: Lat. 49-54 N., long. 8-42 W., course 61°. Dist. 118 miles, 89 miles to go.

Steamers were in evidence, and at 5.15 P.M., the Norwegian motor ship *Nordval* passed close aboard, bound for Plymouth. We hailed her and told the skipper we'd see him later — then exchanged dips and waved good-bye. Fine weather continues, but no relief from the easterly breeze.

Wednesday, July 14th. More vessels sighted, more good weather, and more easterly wind.

By 10 o'clock in the morning the breeze was light and fitful, and for the first time on the cruise the skipper called on Chief Engineer Ames to start the coffee mill. As the muffler had been drained three times, and each time had been full of water, neither he nor anyone else, expected to get a kick out of her for hours. Ames, however, has a touch all his own when it comes to engines, aeroplane or otherwise, and, at the first wave of his master hand, off she went amid the cheers of all hands. She took some coaxing at first, and the substance taken out of one of the gas pipes before she settled into her stride was nothing short of nauseating, but in time she was running along "pa-chunk, pa-chunk, pa-chunk," as if she had been running all the way across the Atlantic.

Our noon position left us with 40 miles to go, and, as the breeze was so light that it did not increase our speed to any great extent, a course direct for Bishop's Light was set instead of beating her up to windward.

The weather looked clearer than it actually was, as was discovered when the cook, about 7 P.M. began running up aloft to see what he could see. He came down each time disgusted to report nothing but ocean in sight and lots of haze on the horizon.

At 8 o'clock we were well within the Bishop's Light "circle", but it was still daylight so that the flash could not be seen, and too hazy to see the lighthouse itself.

At 8.15, we changed course to E ½ S (from E x N) rather than run in any closer. We figured we ought to see the light by 8.30, and when we had not picked her up then "Skip" began to look anxious. His anxiety, however, was of short duration, for, at 8.45, in the gathering dusk, she "popped." Two flashes every 15 seconds, just about where she should have been, and 8 miles off. We had made our landfall, the cook had won fifty dollars — and "a great splice was had by all!"

At 7.20 that evening we were 22 days from Nantucket Lightship, *so that we made our landfall in 22 days, 1 hour*

The Outboard Motor as known today was pioneered by Johnson

SOME few years ago an outboard motor weighing less than sixty pounds was unheard of—starting on the first spin was occasional—a speed of 18 to 20 miles per hour was "years hence."

Then came L. J. Johnson with a new idea in marine engineering; that an outboard motor must be *lighter* in weight, *easier* to carry, *easier* to maneuver, to justify its purpose as an outboard.

He sensed the desire of water lovers for a motor that was portable—that had responsive power—that performed with the certainty of a motor car.

And Johnson was right! The old order of outboard motors was revolutionized with a new, advanced outboard—the 35-pound Johnson *Light Twin*.

New mechanical perfections came with the Johnson; Full Pivot Steering; Automatic Tilting; an Anti-cavitation Plate giving greater propulsion efficiency; a newer, compact design of more even balance and proportion—and an ease of maneuvering which found instant approval with water motorists everywhere.

That Johnson was destined to lead was evidenced in the public's immediate acceptance of this advanced outboard. Its popularity grew with each year. In five years the Johnson Motor Company has become the acknowledged leader in the industry. Its influence is noted in the acceptance of many of its features by other boat motors—a tribute to Johnson's engineering genius.

Johnson leadership will be further emphasized in the coming year with *new achievements—new mechanical refinements. Johnson Motors for 1927 will be just as much a forward step today, as the first Light Twin was 5 years ago—and that means something.*

Next Month!
An important Johnson announcement *appears* in this magazine
Watch for it!

JOHNSON MOTOR COMPANY
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WORLD'S LARGEST MANUFACTURER OF OUTBOARD BOAT MOTORS

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Outboard Motors

WE here show our famous Playboat which has won universal admiration. It is Speedway-powered—23 to 24 miles.

Attractive, yet adapted for sportsmen and fishermen for use in Southern and Northern waters. Immediate delivery.

Playboat and Speedway Engines

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MOTOR BOAT SHOW
GRAND CENTRAL PALACE
NEW YORK CITY

JANUARY 21st to 29th

100 BOATS EXHIBITED
ALL TYPES

Consolidated Shipbuilding Corp.
MORRIS HEIGHTS · New York

and 25 minutes. As we had, however, set our clocks ahead 4 hours, our actual running time was 21 days, 21 hours, 25 min.

The skipper wrote his night orders with an easy mind that night: "Bishop's Light is on the port quarter at 11 P.M. St. Mary's Light, one flash every 20 seconds, a little abaft port beam. Wolf Rock Light should show up about midnight flashing red, then 13 seconds out, then white, then 13 seconds out, — " and so it did.

The breeze freshened during the night with the weather still clear, so that we shut off the engine and stood along under sail.

Thursday, July 15th. There was some confusion as to the course in the early morning hours, so that when the skipper came on deck he found that the ship had been moving in a SE x S direction instead of E x S, which caused a few caustic comments, received in subdued silence.

However, after some frantic figuring and slide rule acrobatics, he decided we were somewhere near where we were, and set a course which should land us (if we didn't bump first) in sight of the famous Lizard Lighthouse, and just before noon (11.50 A.M. to be exact), the white chalk cliffs around the Lizard poked up over the land mist, and a few moments later we got our first glimpse of the coast of Cornwall, the rugged western end of the "Right little, tight little Island."

From here on we coasted. As the wind had died away to nothing, the gasoline fast dying away to nothing, and the prospect of a night knocking around Plymouth Bay was not alluring, we decided to make Falmouth our port of call instead of Plymouth, as it was some 40 miles nearer.

At 2.45 P.M., with all plain sail set, colors flying, the trim little crimson-flanked yacht of Colonel Brown, Commodore of the Royal Cornwall Yacht Club at Falmouth, leading the way, the huge fog bell on St. Anthony's Lighthouse gave one deep-toned "boom" to announce the entry of the *Primrose IV* into Falmouth Harbour, and, officially, the cruise was ended!

We had taken in our log at 1 o'clock, reading 3.3917, and the last note in the log-book reads: "3.45 P.M. Anchored off Yacht Club, Falmouth Harbour, England, in 2½ fathoms, 15 fathoms starboard chain. Set clocks ahead one hour to British Summer Time."

Our run from port to port had taken just 23 days, 17 hours and 15 minutes, the distance covered being 2,950 miles.

Glorious Stuff

(*Continued from page 28*)

gale blowing straight through to your skin. It's a great sensation.

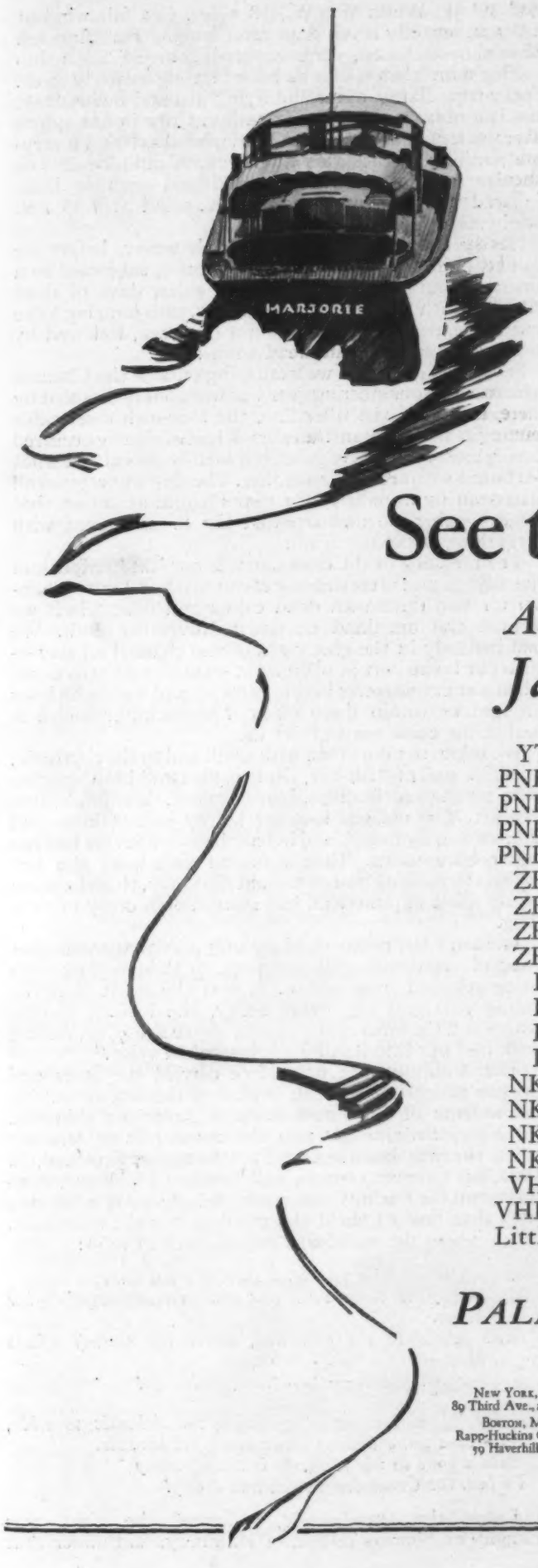
The wind held all the next day, Tuesday, with the ship hove-to under lower topsails. All day the *Moshulu*, huge ship that she was, rammed her bow into seas that lifted her forefoot into the air while another comber swept her stern. All this time her lee rail was awash and the seas breaking over the weather side.

On the fourth day we had our first opportunity to unbend the torn sails and send aloft new ones, to be bent to the yards in their places. The wind and sea were moderating, the ship being then 60 miles south of Cape Flattery and 250 miles out to sea. Next day, however, things began to brighten up.

THURSDAY, Nov. 15th. — Noon position: latitude, 47° 21′ N.; longitude, 128° 22′ W.; Wind, E.S.E., 14 miles; sea smooth; fine clear weather. Back on our course again for the first time in four days. Sent down four split sails and bent three new ones. Wind died at sunset but prospects look better.

Head winds and fogs covered the two following days until —

SUNDAY, Nov. 18th. — Noon position. 46° 04′ N.,



See the Palmer line

At the Motor Boat Show

January 21st-29th

YT1 — 1 cylinder	2 H.P.
PNR1 — 1 cylinder	6 H.P.
PNR2 — 2 cylinder	12 H.P.
PNR3 — 3 cylinder	18 H.P.
PNR4 — 4 cylinder	24 H.P.
ZR1 — 1 cylinder	7 H.P.
ZR2 — 2 cylinder	18 H.P.
ZR3 — 3 cylinder	30 H.P.
ZR4 — 4 cylinder	40 H.P.
F2 — 2 cylinder	18 H.P.
F3 — 3 cylinder	25 H.P.
F4 — 4 cylinder	35 H.P.
F6 — 6 cylinder	50 H.P.
NK2 — 2 cylinder	25 H.P.
NK3 — 3 cylinder	35 H.P.
NK4 — 4 cylinder	50 H.P.
NK6 — 6 cylinder	80 H.P.
VH — 4 cylinder	14 H.P.
VHL — 4 cylinder	20 H.P.
Little Huskie, 4 cylinder	15 H.P.

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SEATTLE, WASH.
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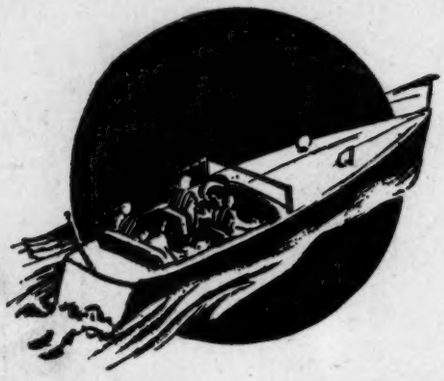
& Supply Co.



1927? 1927?

FOR years, folks know that Universal has been right with the new things, and first with the right things. Universal pioneered the small size four cylinder, four cycle marine motor.

Within the memory of all of you is Universal's astounding 1925 announcement of a power increase in Flexifour—from 9-12 to 10-15 horsepower—25% more power—yet 10% fuel saved, and with *no* increase of overall dimensions, or in bore and stroke.

Again, in 1926, it was Universal that introduced the most talked about advances—novel, intensely practical—typical among them the Hand Sump Pump which took the messiness out of oil changing. And this Fall came the Universal Super-Four—the "big brother to Flexifour," with new limits of advanced engineering and new performance features establishing entirely new marine motor standards. And the new Universal Silent Reduction Gear Drive makes for a new era in power cruising—greatly lowering initial cost plus almost unbelieveable savings in operating cost. Now—for 1927—Universal again forges ahead!

See the new Universal line at Motor Boat Show, Grand Central Palace, New York City, Jan. 21 to 29. Or watch for our big announcement in next month's issue of this magazine.

Universal

Universal Motor Company
63 Cesape St. Oshkosh, Wis.

131° 39′ W. Wind, W.S.W., 18 miles. Got fair wind at 2.35 A.M., exactly seven days after leaving Port Angeles. Wore ship at 3 A.M., yards squared, course E.S.E.; ship making more than six knots before strong westerly swell. Upper topgallants, outer and flying jibs and mainsail set just before noon. Fine clear weather. Crew in fine spirits after week of beating against head winds and fogs. Everyone washing clothes this afternoon. Should be in Los Angeles in another week if wind and weather hold. Squared yards before a fresh N.W. wind at 7.35 P.M. Bright moonlight, smooth sea.

Nearly a fortnight was to pass, however, before we sighted Point Fermin, the *Moshulu* being subjected to a series of southeast and southwest gales, days of dead calm in which the ship rolled listlessly, sails hanging loose and flat, like a painted ship on a dead sea, followed by heavy deep-sea fogs and head winds.

Seventeen days out, we were lying outside the Channel Islands when our steering gear was completely disabled by the breaking of the tiller line, the four-inch steel cable parting at the quadrant. The break had evidently occurred during one of the severe gales, but luckily the cable did not part until we were in fair weather. The ship was steered all afternoon by an emergency gear aft and at sunset that same evening we had repaired the break at sea with everything shipshape again.

The breaking of the tiller line was our last hard luck of the voyage and after drifting about the San Pedro Channel for two days with dead calms and light winds we sighted the mainland at dawn November 30th. We laid listlessly in the glassy sea of the channel all day—with our home port in plain sight—until mid-afternoon, when a smart westerly breeze came up and within an hour brought us within three miles of Breakwater Light. A harbor tug came out to meet us.

We began to take in sail with a will and to the rhythmic, wordless wail of "Ah-hee, Oh-hee, ah-Ho!" both watches were pulling on clewlines, buntlines and downhauls, fore and aft. The old girl lost her jaunty suit of kites and courses as if by magic, and in less than an hour we had her under bare yards. Then someone yelled, as the last gaskets were being passed around the yards, that she was a pretty good ship after all and started up a crazy fo'c's'le song.

It wasn't the prospect of making port that made that gang of vagabonds yell and sing, as though they were being released from prison. It was the spirit that the killing gale and the flying spray, the lure of distant places and the howl of the rigging above a heeling, tossing deck had put into a sailor's brinesoaked veins.

The *Moshulu*, that has thrice carried the Stars and Stripes around the world, is one of the few remaining monuments of the brave days of American shipping. Fittingly, *Dreadnought* was the name of the *Moshulu* when she was launched at Port Glasgow, Scotland, in 1904, for German owners, and between Hamburg, Australia and the Pacific Coast she reeled off some astonishing runs that finely upheld the glory of her old namesake, about whom the world was singing back in 1854:

There's a saucy wild packet, a ship of great fame;
She belongs to New York and the "Dreadnought's" her name.
She's bound to the eastward, where the stormy winds blow—
A Liverpool packet—Lord God, let her go!

Oh, the "Dreadnought's" a-sailing the Atlantic so wide,
With blue water boiling white along her lee side.
With a bone in her teeth she is racing away
To beat the Cunarder a week and a day!

Later, the *Dreadnought*, re-named the *Kurt*, was bought by Siemers & Co., of Hamburg, and under that

The New Boat for the New Year!

See it at the SHOW
Block B 7

Announcing the RICHARDSON "CRUISABOUT"

26 Feet of Superlative Value for $2885

SMASHING all previous conceptions of cruiser value, bringing master workmanship to the field of the standardized craft, creating a boat of beauty as well as surpassing utility, and presenting one of the smartest cruisers that ever crested a wave, the new Richardson 26-foot "Cruisabout" is the big news of the new year.

Eldridge-McInnis designed this sparkling craft and cleverly rigged her as a true cabin cruiser, with splendid accommodations for a family of four or five. She skims through the water at the brisk clip of eleven *actual* miles per hour, thanks to her sweet running, six-cylinder "6-40" Gray motor. She handles like a thoroughbred, and likes a real blow or a hard sea to show up her staunch in-built seaworthiness.

And she is a luxurious craft, fitted with the masterful care that has characterized all Richardson boats for seventeen years. A boat to be proud of in the most exclusive waters, a boat to live in, to roam far and near, to slip down South or to jaunt up North, a finer boat than you ever dreamed of buying for as little as $2885.

Surely this is the boat to know about this year—drop us a line today and we will send you the whole log of the Richardson "26" Cruisabout.

RICHARDSON BOAT COMPANY

380 Sweeney Street North Tonawanda, New York

Balanced Values!

THE Super Elto "has everything" —no one factor is emphasized at the expense of another! Light weight—easy starting—power—speed—long-lasting durability—EACH a vital factor of motor value—and ALL are found in finely balanced relationship in the Super Elto.

An easy one hand carry—yet weight wherever weight means strength! Here all bearing areas are liberally over sized. The crank shaft is tremendously rugged and strong. The large propeller shaft is fully protected by the sturdy drive-shaft housing.

And *power*—for foaming speed on light craft—or for capable driving ability on heavy hulls—robust power, *with* light weight, *with* durability. A motor of *balanced* values—the all-use, all-service, one-model outboard.

Distinctive Features!

True, easy starting—*instant* starting on the quarter turn flip of the fly-wheel—only a slight wrist movement. *Stabilizing* Rudder Steering—exclusive!—gives full control from any part of the boat. The famous *Propello Pump*—a valveless cooling system eliminating altogether a principal cause of motor trouble. And many other important features—fully described in the new Elto catalog. Send for it!

ELTO OUTBOARD MOTOR COMPANY
OLE EVINRUDE, President
Dept. 2, Manufacturers Home Building MILWAUKEE, WIS.

The Super Elto "Starts with a quarter turn"

famous house-flag was placed in service around Cape Horn from Hamburg to the West Coasts of North and South America. In those days, from 1909 to 1914, she held many records for speed in her class. When America entered the World War, the *Moshulu*, interned on the Columbia River, was seized by the United States and became a Shipping Board training ship. After the war she passed to private ownership in the lumber trade between Puget Sound and Australia, South Africa and California ports, under command of Captain L. C. Hansen. The trip down the coast was her last and today she lies in the mud at Alameda, probably never to go to sea again.

The *Moshulu* is one of the largest square-rigged vessels afloat under any flag, being 335 feet long with a beam of 46 feet 9 inches and of 2,911 net tons register. She is steel throughout, even to her masts and yards. Her main yard measures 96 feet in length, while her masts tower 165 feet from deck to trucks. With all sail set, the *Moshulu* carries thirty-six sails, a perfect cloud of canvas and totalling more than 50,000 square feet. On the run down from Puget Sound there were but 19 able seamen in her fo'c's'le to handle this vast sail spread, as compared to the 65 seamen carried by the first *Dreadnought* — a much smaller ship. I think I was the only native-born American in the lot, there being three Swedes, a Norwegian, three Germans, a Scotchman, a Canadian, five Danes, an Englishman from Liverpool, one Jew and a New Zealander.

A little more than half of her crew was composed of genuine old-time sailing ship men, the balance being "steamboat men" and a couple of green kids who had never before been aboard a sailing vessel. These latter backed down when ordered aloft the night of our first gale to furl topsails but the old-timers sprang aloft as though it were a balmy summer's afternoon.

***Blue Bird*, Something New in Small, Light Draft Cruisers**

(*Continued from page 47*)

the rest follows. It is the stages leading to this which cause the trouble, and produce the failures.

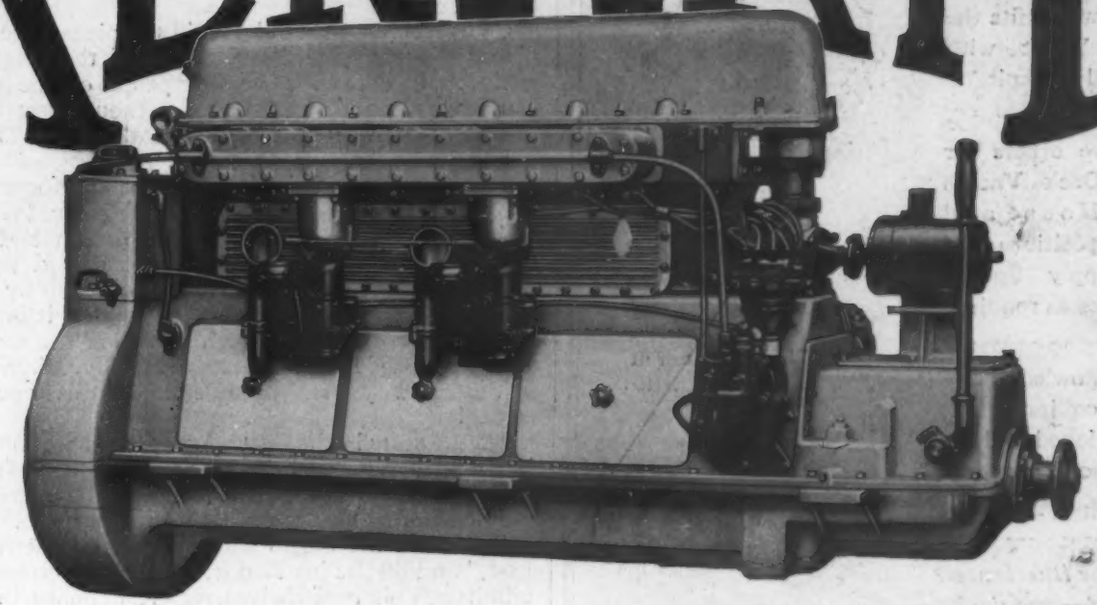
The really idiotic thing for the amateur to do is to design his own boat. If he prefers to be an idiot well and good. If sane he should choose a good design of proven merit, by a good man, and pay a good price for proper and complete plans and specifications. This will save him endless worry.

The decision to build had brought to a head the many detailed ideas which had been shelved in the earlier stages but had received a good deal of casual thought in between spasms of experiments. Before the building really commenced a decision had to be arrived at in many cases, to enable the design to be finished, and a few notes on these may not be out of place.

The problem of the mast step and tabernacle had baffled me for a long time. I did not want a large opening in the deck, heavy balance weights, or massive timbers. I did require a lowering mast. The stress diagram shows the final arrangement, which I ventured to think provided for the obvious stresses and spread them over the structure efficiently. One of the most criticized items in the boat, it proved satisfactory and has many virtues. There is a clear way through into the forecastle, the chain locker is convenient, and even the pantry and larder shelves are helping to complete the structure. The raising gear is all enclosed in a 3/16″ steel tabernacle. The sheave in the mast foot runs on a tube which itself forms the socket for the locking pin.

I grew eloquent also upon the subject of berths and seating arrangements. The conventional sofa berth running the whole length of the cabin annoyed me. In a boat of this size such a berth is either too wide for the floor space, but reasonable to sleep upon, or it is in proportion

KERMATH



Come to the Motor Boat Show!

This year the Motor Boat Show will be bigger, better and more comprehensive than ever.

Over 100 complete motor boats of all sizes and descriptions will be on exhibition.

Here you will be able to look them over, all together, at your leisure.

Here you can compare values, specifications, prices of all makes, under one roof.

Thousands of boat enthusiasts from every part of the country are planning now to attend the 1927 Show — the finest ever held.

You too should plan to be in the midst of this great national event.

If you want the thrill of your life, be at Grand Central Palace, New York City, any time between January 21st and January 29th.

Be sure, and visit the Kermath space. Look over this highly efficient and highly esteemed line of motors—one for almost any size of boat you have in mind.

3 to 150 H. P., $135 to $2300

But the important thing for you to remember is to attend the Show—one of the most interesting events of the season.

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Send for illustrated Catalog—and yacht Calendar

Made in 5″ and 6″ sizes. Height to suit location

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CHAMBER OF COMMERCE, 418 CHAMBER OF COMMERCE BLDG. WEST PALM BEACH, FLORIDA

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to the boat and impossible to sleep upon. If, finally, it is not to be used for sleeping, and that is the usual conclusion, why have the thing at all. The cabin of a three-tonner is not destined like a railway compartment to seat 12 people. Picture such a cabin with four people feeding from the usual type of table. Nobody is able to move freely either to the cockpit or the forecastle, and if anybody has occasion to move he crawls over his neighbors. Disgusting, I call it, and I have both crawled and been crawled upon.

Contrast the scheme shown in the plans. The seats are placed diagonally and run only half the length of the cabin. At its best with two, four people can be seated. All can move either forward or aft without great difficulty, and the gain in leg space and general freedom of action is enormous.

The berths are of the fold-up type and form backrests by day. They are of canvas to which is laced a thick felt which obviates the extra bottom blanket and tends to check sliding about. They are not spread upon solid frames, and the outer bar can be hooked up by its chains as tightly as required. In heavy weather it is loose and forms a deep narrow trough in which the occupant is securely wedged, and can sleep restfully. W. W. Nutting in the *Track of the Typhoon* endorses this type of berth strongly.

All the seats in the boat were acute in section as shown in the plans. This is most superior when the boat is heeled, and quite comfortable when upright. The fronts of the seat lockers are set back to give more leg space.

That was the motto with the whole scheme, "Space first," and results justified it. On the first cruises we were admittedly short of shelves, racks and hooks, but in spite of the shallow draft we had room. The cabin felt big, and I believe was more roomy than in many larger boats.

As finally built the boat was of the following dimensions: l.o.a., 25′ 6″; l.w.l., 22′; beam, 6′ 8″; draft, 2′ 5″; displacement, 3¼ tons; sail area, 370 sq.ft. The planking was double diagonal, with the skins crossing each other as shown in the photographs. It took us just five months and three weeks to complete the boat; the actual working time spent on the job being 2,000 hours. The work was started on February 8th. On August 2nd, *Blue Bird* was launched and one hour later started on her first cruise. She made three cruises that first summer, two of them taking her on the open sea.

* * *

"But what," I can hear the reader say, "about the boat? She cannot be left like this. We want a conclusion. Was she, is she successful?" Several people have asked me this. As I am the man responsible, and the master builder, they seemed to think I ought to know.

One of my crew once remarked! "Probably the middle course is about correct. There is more in the idea than the casual observer thinks, but probably less than you, the designer, think."

That attitude appealed to me as admirably fair, and I think that it forms a good mental standpoint from which to watch the performance.

Blue Bird sails, and critics may take it as read that she neither sails backwards, nor sideways, nor round and round. She also floats, and, *ergo*, sails forward in a decorous manner and as intended. That is much.

Those who have patiently waded through this account to this point, may realize how difficult it is to attain finality in such affairs.

What is now required is to match *Blue Bird* against suitable yachts of her size and power. Should she prove faster, I think it might then be claimed that she was successful. Should she prove as fast, it might be claimed that she was worth while. Should she prove slower, the

The Wilcox Bulkhead Steerer —Wherever Motor Boats are found

EVERYWHERE seasoned boatmen agree on the dependability of Wilcox Steering Gear, for under all conditions it has proved to be correct in design and construction. To take the wheel, confident that the mechanism will give instant response to your touch, leads to the complete and easily acquired mastery of the boat — opens the way to the keen joy of motor boating.

The Wilcox Bulkhead Steerer (Fig. 5713) in the panel above, is furnished with a brass wheel, diameters 20 and 25 inches, or mahogany wheels to order, 20 and 24 inches. Sprocket 4⅜ inches, 3 feet of chain. It is a popular, widely used number. Buy it from your dealer or write us for address of nearest dealer.

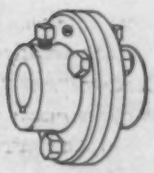
Send for this book of Helpful Facts

"Sea Craft Suggestions and Supplies" a useful handbook with 294 pages of facts interesting to boatmen. Gives hints on steering gear; proper ground tackle for mooring or cruising; correct use of flags. Tells how to box compass; how to make knots, splices, bends, etc. Illustrates Wilcox line of Marine Hardware, shows uses. Sent only on receipt of 50c.

WILCOX, CRITTENDEN & CO., Inc.
Established 1847
10 South Main St., Middletown, Conn., U. S. A.

WILCOX Bracket Steerer

Polished brass wheel, plain brass bracket, with 4½ in. diameter sprocket and 3 feet of brass chain. Wheel 20 and 25 inches. Mahogany wheels to order. Fig. 5714.



WILCOX Flanged Coupling

Accurately made, and interchangeable. Regular pattern 3 sizes. Heavy pattern 3 sizes. Fig. 882.

WILCOX Navy Windlass

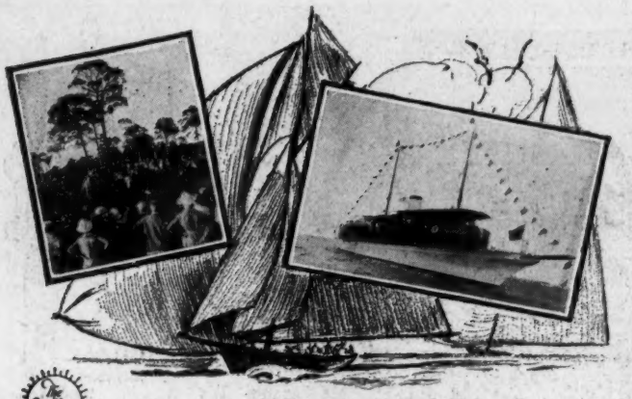
Popular type, easily operated. Two sizes. Fig. 5740.

WILCOX Port Light

Inside pattern brass. Mosquito screen of copper gauze fastened by improved method. Fig. 5251.

You are cordially invited to visit the Wilcox 80th Anniversary Booth at the Motor Boat Show.

WILCOX
Marine Hardware



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St. Petersburg
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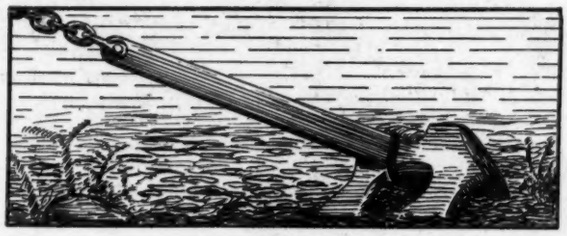

Anchors that grip the bottom with no chance of tripping. Chains, Blocks and Cleats that you can rely upon.

Dependability has been the hall mark of the goods we have furnished boatmen for nearly a century.

Our Catalog shows this kind of supplies in great variety. *Sent free.*

GEO·B·CARPENTER & CO.
MARINE SUPPLIES
Sailmakers and Riggers
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general verdict would be that she had failed, unless special considerations gave her a reprieve.

I did not design her for speed, nor did I specifically design her to challenge any particular type, but I now realize that this is inevitable. *Blue Bird* must take her place in the lists and stand alone prepared to face all comers. They will be backed by the huge weight of conservative opinion and experience which has relegated a thousand experiments unto the limbo from whence they came.

I have done my best, and can therefore await the issue with calm. Whatever it may be, I shall not regret it, and I hope to rejoice in *Blue Bird's* path upon the waters for many years to come.

Arguments on the Universal Measurement Rule

(*Continued from page 68*)

increased from one size to another, it is an axiom of mechanics that stability increases as the 4th power of the linear dimension, and heeling moment only as the 3rd power. This is partially offset by the greater possible proportion of ballast and the less weight of rig in the smaller boat. Both the Universal Rule and the International Rule have still further compensated for this by the addition of the fixed quantity of 0.5 in the displacement formula, and closely similar fixed quantities added in the draft formulae outside of both rules.

I see little use in arguing as to the relative merits of an addition or multiplication rule. As Mr. Crane has already pointed out, the addition rule is scientifically correct and the other is not. For, in an addition rule, different percentages of value may be applied at will to those components, which practice proves it desirable to modify. As the simplest example, take our Universal Rule as it originally came out: length, multiplied by sail area, divided by displacement. In this formula, a percentage modification of any one factor applies equally to the other three factors, and only by algebraically adding to the factor one wishes to change can such change be affected. But all this is beside the point, for neither one rule nor the other is, in its present form, a multiplication rule.

In conclusion, it is evident that there are two paths open for basic improvement: firstly, the amalgamation of the two rules, allowing the American and foreign boats to compete on equal footing and retain their value in both markets; secondly, to agree upon such constants for a purely addition rule, as will foster satisfactory boats, both small and large.

W. S. Burgess.

The Inland Lakes Regatta

(*Continued from page 52*)

Bay sailors, on the Atlantic Coast, have adopted the 28-foot Class E scow recently, and they have taken a strong hold on those waters as well. The racing at Oshkosh, on Lake Winnebago, brought out a big fleet in all of the Association classes. In Class A, 38 feet in length, the *Haywire*, owned by Van Dyke & Buckstaff, and sailed by the latter, won the Valentine trophy, and championship. The E class was especially well represented.

What the New England Yachtsmen are Doing

(*Continued from page 58*)

to an annual cruise, one or two regattas off Hull and its Wednesday race during the Mid-Summer series at Marblehead.

Walter Burgess, the Secretary-Treasurer, is one of the senior yachtsmen in the country and acted as judge in the Isles of Shoals regatta in 1875, in which the *America* sailed against a number of New York and Boston schooners — her first race under the Butler colors. He joined the Boston Y. C. in 1873 and is its oldest member.

A number of the summer residents on the shores of Buzzard's Bay are seeking to revive the sonders in those waters. Under the leadership of Charles H. Jones several of the members of the Beverly Yacht Club agreed to build and the F. D. Lawley, Inc., was asked to make estimates of the cost of six of these well known German designed boats. Late in December it looked as if the class was on its way with a prospect of another international series with Germany in 1928.

Champion *in* 1926?

VALENTINE SEYDEN, JR., Savannah, Ga., won cups shown here—first prizes in all three events (including free-for-all) at the Savannah Water Carnival, July 5, 1926.

An advertisement written at the request of our friends

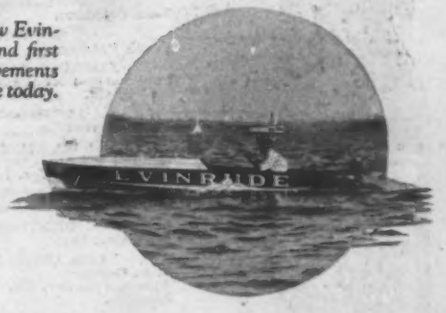
HAVE we been too conservative about the remarkable speed achievements of Evinrude in 1926? Some of our friends seem to think we have. Here is what they say:

"You've advertised automobile comforts and ease of operation obtainable, for the first time, from an ordinary rowboat, Evinrude equipped. You've introduced electric lighting as an exclusive feature in an outboard motor —a comfort which owners of high powered launches pay as much as $50 extra to obtain. We get the advantages of dual ignition and automatic reverse. But, **why don't you tell folks what we know— that you give speed, too — more speed, just as much more, as you give in features!"**

Perhaps they are right. But right or wrong, the facts are that a genuine Evinrude Big Twin made and held the official world's record for outboard motors during 1926, won by the Skip 13-foot hydroplane, pictured above, in the Pacific Coast Championship Races August 29, 1926 in San Francisco Bay. *Speed, 26½ miles per hour!*

When you get an outboard motor, you want all the features that make Evinrude supreme — speed, power, dependability, ease of operation. That means you want an Evinrude — the one motor which offers this great combination in its finest form.

When you get the new Evinrude catalog, you'll find first news of bigger achievements in store for 1927. Write today.

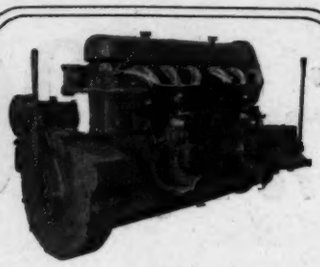


EVINRUDE MOTOR COMPANY, *740 Evinrude Bldg.* MILWAUKEE, WIS.

Factory Branches—Sales & Service
126 W. Bay Street, Jacksonville, Fla.
115 E. 23rd Street - New York City
259 Atlantic Ave. - Boston, Mass.
117-119 Broadway - - Oakland, Calif.
211 Morrison Street - Portland, Ore.

At right, winner of free-for-all championship, Pacific International Yachting Assn., Regatta, July 5, 1926, at Seattle, Wash. Record 21.26 miles per hour; 17½ foot hull weighing 75 lbs. Entered by F. G. Epton, Portland. Pilot, E. G. Adams, Seattle.

RUDE *Speed, Power, Dependability*



HALL-SCOTT
MARINE ENGINES

Superior design and construction — Minimum fuel consumption — Maximum uninterrupted service — Unequalled control and carburetion — Equipped for fresh and salt water.

HSM-4	50-70 H.P.	1200-1800 R.P.M.	1290 lbs.
HSM-6	75-100 H.P.	1200-1800 R.P.M.	1590 lbs.
HSR-4	60-70 H.P.	600 or 900 R.P.M.	1750 lbs.
HSR-6	90-100 H.P.	600 or 900 R.P.M.	2200 lbs.
LM-4	125 H.P.	1700 R.P.M.	1200 lbs.
LM-6	200 H.P.	1700 R.P.M.	1500 lbs.

HALL-SCOTT MOTOR CAR CO.

Eastern Branch: 461 Eighth Avenue at 33rd Street
NEW YORK CITY
Factory: BERKELEY, CALIFORNIA

Pickwick Pale and Pickwick Stout

Make You Forget Prohibition

Atlantic and Pacific Coast Dealers:

MASSACHUSETTS
S. S. Pierce Co., Boston
The Rival Foods, Inc., Cambridge

NEW YORK
Austin, Nichols & Co.
Charles & Co.
Park & Tilford
Acker, Merrall & Condit

NEW HAVEN
Miner, Read & Tuttock

PHILADELPHIA
John Friedrich

SAVANNAH
Frank Palmer, Jr.

FLORIDA EAST COAST
Lakeworth-Fort Lauderdale-Miami
Hebe Co.

JACKSONVILLE
Hagin-Peters Co.

WASHINGTON
Beitzell & Co.
John H. Magruder, Inc.

CHARLESTON, S. C.
S. Hirschmann & Son

PROVIDENCE
Hebe Co., Inc.

LOS ANGELES, CAL.
S. B. Cole Co.
Young's Market Co.
May Co.

SAN DIEGO
Hamilton's

PASADENA
Model Grocery Co.

SANTA BARBARA
Diehl Grocery Co.

SAN FRANCISCO
Goldberg, Bowen & Co.

Haffenreffer & Co., Boston

(Continued from page 61)

The finish, which is most important, affords an excellent opportunity for variety and attractive combinations of color. Some of the yachts have been finished as follows:

Name	*Deck*	*Hull above w.l.*	*Below w.l.*	*l.w.l. stripe*
El Capitan	Natural	Natural	Copper bronze	Black
Anoka	Golden orange	Golden orange	Black	Green
Porthos	Light tan	Black	Copper bronze	Green
Athos	Natural	White enamel	Ocean blue	Red
Aramis	Light tan	Dark mahogany	Gold bronze	Sky blue
Lark	Natural	Dark mahogany	Gold bronze	Sky blue
Aloha	Natural	White enamel	Bright red	Green
Teaser	Natural	Natural	Green	Black
Shamrock	Natural	White enamel	Green	Red
Mohawk	Natural	Black	Copper bronze	Green
Outlaw	Natural	White enamel	Ocean blue	Red
Apache	Natural	Black	Green	Yellow

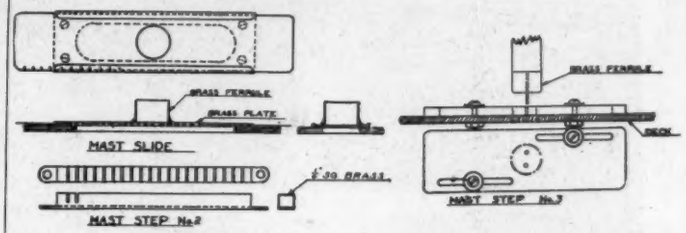
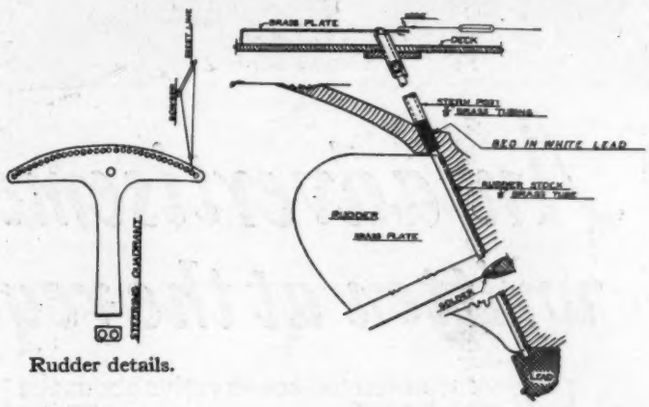
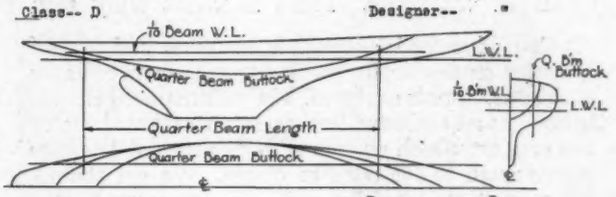


Figure III.



Rudder details.

Name of Yacht-- Design — Owner-- A. M. Youngquist
Club Number-- 1 — Builder-- "
Class-- D — Designer-- "



L. O. A. = 52" — $\frac{B}{10}$ = 1.2" — $\frac{B}{4}$ = 3"

L. W. L. = 34"

B = Max. Beam on L. W. L. = 12" — Q. B. L. = 32.25

P = % of L.W.L. allowed as Q.B.L. without penalty $100-\sqrt{L.W.L.} = 94.16$

Q = Q.B.L. without penalty = $\frac{P \times L.W.L.}{100} = 32$

R = Penalty, if any, for excess of Q.B.L. = $\frac{Q.B.L.-Q}{2} = .125$

L = Length for formula = L.W.L. + R = 34.125

W = Weight of model yacht in full racing trim = 18 lbs.

D = Displacement in cu. in. = W ÷ .036 = 500

$\sqrt[3]{D} = 7.9$ D- Limit = .23 x L.W.L. = 7.82

S = sail area $\frac{A \times B}{2} + \frac{2(\text{oxd})}{3} + \frac{E \times F}{2} = 1400$

$\sqrt{S} = 37.4$

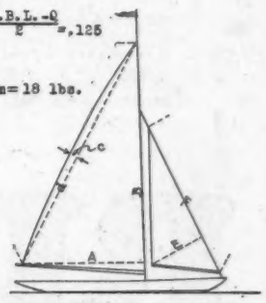
Rating = .18 x L x $\frac{\sqrt{S}}{\sqrt[3]{D}}$ = 29.37

Limits of Rating Class D = 25 to 31

Draught limit = .16 x L.W.L. + 5 = 10.44

Excess draught to be multiplied by 3 and added to rating = 0

Date-- Nov. 1, 1926 — Signed _____ Official Measurer



New Craft for Eastern Yachtsmen

By W. U. Swan

THROUGH the building of new craft and the acquisition and reconditioning of older boats which have been out of the game for a few years, it is expected that the Massachusetts Bay racing fleets for 1927 will show an increase of at least 20% over last year and will undoubtedly reach a mark never before attained in the sporting history of these famous waters.

The new classes to be established will be at Barnstable, Scituate, Hingham and Winthrop, all one-design affairs, and in some cases a trifle small in size. Additions through the building of new boats will be made to classes already in existence at Duxbury, Squantum, Nahant, Marblehead and Eastern Point, while some of the older craft, like the sonders and 18-footers, which were built before the war and which have been out of commission for a few years, will be hauled out early in the spring and re-rigged for the fray. Some of the sonders may be "Marconi-ized."

Five new boats are being built for two of the leading Marblehead classes, two of them 20-raters or Class R, and four for the Marblehead one-design 18½ footers, corresponding to the Long Island interclub.

One of the new 20-raters is building at the F. D. Lawley, Inc., yard at Quincy for Frank C. Paine from designs by Burgess, Swasey & Paine. She is an improved *Gypsy*, which won two legs in the class cup in 1923 and 1924, and with his new boat Paine hopes to secure permanent possession of the coveted trophy, 'round which Charles Francis Adams has also two half hitches through his success in the past two years with *Dandelion* and *Gossoon*.

The other "R" boat is under construction at Britt Brothers, West Lynn, for Charles A. Welch, from designs by L. Francis Herreshoff, and will undoubtedly figure not only in all the championship races, but in the special events like the Eastern Yacht Club Ladies' Plate, the Manhasset and Greenwich cups and the series of the New York Yacht Club at Newport. Late in the fall Welch sold his winning *Yankee*, which captured the Manhasset, Greenwich and N. Y. Y. C. trophies, to James W. Alker and she will leave for Long Island Sound in the spring.

The George Lawley & Son Corporation is also building a Class R boat for W. P. Barrows of Rochester from designs by Alden.

What is the "*man's world*" saying

1. Wash the face
   (but leave it wet)
2. Spread on Barbasol
   (but don't rub in)
3. Shave

"Barbasol cut down my morning task from 20 minutes to 10, or almost enough time saved for the prescribed reading of Dr. Eliot's five-foot shelf of books." — W. E. B., Northampton, Mass.

"No hot water, no rubbing, yet the razor went through the beard as it would through butter, and left face fresh and cool. What has been a complicated process has become as simple as washing the face." — J. H. B., Denver, Colo.

"You can imagine what saving half an hour every morning means to a Florida real estate man!" — G. O. F., Tampa, Fla.

"We are still waiting for Tom Marshall's cigar, but we don't need to wait any longer for a good shaving cream. Barbasol is it!" — M. D., Chicago, Ill.

You can have the full names and addresses on request, but we would rather send you the trial tube, 10c. Line forms on the right. Just use Barbasol three times according to directions — wash the face, spread on (but don't rub in) Barbasol, and shave.

COUPON

Barbasol
For Modern Shaving

The Barbasol Co.
Indianapolis, Ind.

I enclose 10c. Please send trial tube and I'll give it a fair trial.

Name.....

Address.....

V-1-27

SARASOTA

They're Off—

THE echo of the starting gun has given way to the roar of thundering motors as neck and neck the speed boys flash across the line.

Evenly matched — motors all hitting prettily — perfect weather — it's going to be a mighty good race and barring some unforeseen motor trouble the skill of the boys at the wheel is going to decide the winner.

Sarasota yachtsmen insist (and visiting sportsmen usually agree) there is not a more ideal spot in America for their royal sport. Sarasota Bay is not only beautiful with its gleaming sapphire hue and unforgetable sunsets, but in addition it offers a vast expanse of almost inland water protected as it is by an unbroken chain of tropical islands. Either sailing or motorboating at Sarasota offers all-winter-long opportunities and you'll find plenty of your cronies here now waiting for you.

Bring your golf sticks for Sarasota courses are a byword — here at Sarasota is the first and finest course in America.

Drop a line to Jules Brazil, Sarasota's Official Host, and he will gladly arrange your accommodations or supply with all information regarding the many splendid hotels and apartments or lodgings where rates are reasonable.

SARASOTA FLORIDA

Where Summer Stays and the Nation Plays

MR. JULES BRAZIL
Sarasota Chamber of Commerce
122 Pineapple Avenue, Sarasota, Florida

Dear Mr. Brasil:
Kindly send me your "pleasure program" for the 1926–7 winter season, together with descriptive literature.

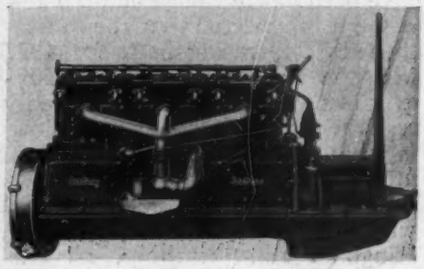
Name.....

Address.....

A New Speedway Motor

(*Continued from page 74*)

Cylinders are cast in pairs and skirted into frame, giving piston guidance the full length of the stroke. Connecting rods are drop forged chrome nickel steel. Other features include positive pressure lubricating system,



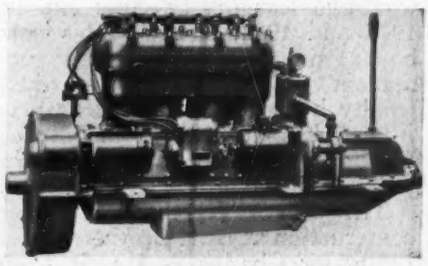
New model MP Speedway 6-cylinder engine

oil cooler of the condenser type, special Speedway clutch, double ignition (magneto and Delco) with three spark plugs in each cylinder, etc. In design, materials, workmanship, finish and equipment, the new motor is in every way qualified to make a distinct appeal to discriminating engine users.

Brennan Standard Motors

Brennan Standard Motors, manufactured by the Brennan Motor Mfg. Co., Syracuse, N. Y., known and used all over the world in runabouts, cruisers, auxiliaries and work boats, are readily appreciated by all those who have had the opportunity of keeping tabs on their performance. While chuck full of power and economical in operation, they have established a splendid reputation in those two qualities most essential in a marine motor — reliable performance and endurance.

Brennan Motors are made in both four- and six-cylinder models, ranging in power from 15–20 h.p. to 65–100 h.p. The Model E–4, illustrated herewith, is a popular model, developing 35 h.p. in the medium duty type and 50 h.p. in the high speed model. The bore is 4½ inches, stroke 5 inches, cylinders

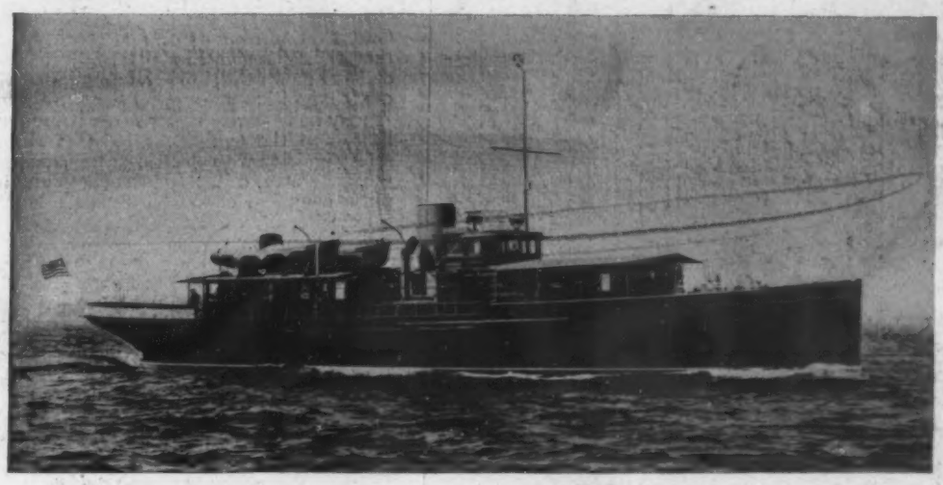


The new Breman E4 medium-duty motor.

cast en bloc, with removable cylinder head. Intake and exhaust manifolds are cast integral with the cylinder block, eliminating the use of gaskets and assuring the long life of manifolds. The crankshaft is of the 3-bearing type, drop forged alloy steel, drilled for the pressure oil system which reaches all bearings, crank pins, camshaft bearings and timing gears.

The special new water cooling system insures even temperature to all parts of the motor. The reverse gear is of Brennan make, equipped with multiple disc clutch, providing a reverse with crankshaft speed. Equipment includes Bosch generator, Bosch starting motor, Atwater Kent ignition, Stromberg carburetor, oil cooler and filter, propeller shaft and wheel, etc.

(*Continued on page 96*)



"SIROCCO." Francis S. Whitten, owner. Designed and built by the Luders Marine Construction Company, of Stamford, Conn. Length, 120'. Beam, 20' 6". Draft, 7'. Power, Winton-Diesel Engines, twin screw, total 350 h.p.

The Winton Engine Company, Cleveland, Ohio, U.S.A.

Long Life - Stays Clean Hard and Slippery

The Most Powerful Preventive of Marine Growth, Barnacles and Borers

SAVES ITS FIRST COST MANY TIMES OVER

September 20, 1926.

STEARNS-McKAY MFG. COMPANY,
Marblehead, Mass.

Gentlemen:

We take pleasure in advising you that we are consistent users of Marblehead Bottom Paint and while we use it almost exclusively on most of our yachts, it is interesting to note that vessels that come here to haul out almost invariably demand your product

I am

Very truly yours,

AEL:L A. E. Luders.

A. E. Luders, *Pres.*,
Luders Marine Construction Co.

For the Finest Cruisers, the Fastest Racers and Merchant Vessels

Highly recommended by J. Murray Watts; Cox & Stevens; John G. Alden, Geo. Lawley & Son Corp'n; Herreshoff Manufacturing Company; Luders Marine Construction Company; Elco Works; Matthews Company; Sea Sled Company, Ltd.; Ford & Payne; Burgess, Swasey & Paine; and many other famous naval architects, and by the most reliable ship and yacht yards and builders.

All Put Up Double Strength

STEARNS-McKAY MANUFACTURING CO. MARBLEHEAD, MASS., U. S. A.